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The Bombay Chronicle

Founder: Pherozeshah Mehta Editor: Syed Abdullah Brelvi

VOL. XXIX NO. 148 BOMBAY: MONDAY, JUNE 23, 1941 PRICE: ONE ANNA

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GERMANY INVADES RUSSIA

ITALY ALSO DECLARES WAR ON SOVIET

Sweden Trembles

Dread Of Nazi Demands On Aaland Islands

STOCKHOLM, June 22.

"Not good for us" was the comment of the man in the street on hearing the news that Finland was Allied with German in an attack on Russia.

It is wondered what demands will be made on Sweden to facilitate the operations in the east, particularly in connection with the vital strategic position of the Aaland Islands.

The Swedish Cabinet held a meeting this morning.

KING ARRIVES AT CAPITAL.

The King arrived at the Royal Palace from his country residence this morning at 10-15, where he received the Foreign Minister, M. Guenther, and the Premier, M. Hasson, fifteen minutes later. The interview lasted till 11-20.

CALL TO SHIPS.

The Swedish radio has sent out numerous messages to ships at sea instructing them to return immediately to Swedish ports in view of the Russo-German war.—Reuter.

Minister In U. S. Says

FINNS WON'T FIGHT FOR OTHERS

WASHINGTON, June 22.

"Finland's only enemy is hunger. We Finns are only pro-Finnish and we will not fight for other interests."

This statement was made today by Finland's Minister to the United States M. Procope, commenting on the German invasion of Russia. He said that the only message thus far received from Helsinki was a categorical denial of reports published abroad that the Nazis had been hailed there as "liberators."

Finland's only desire, he added, was to remain friends with all nations.—Reuter.

RUMANIAN TROOPS MARCH INTO BESSARABIA

ROME, June 22.

Rumanian troops crossed the river Pruth into Bessarabia at 03.00 on Sunday, according to a Bucharest despatch.

Rumanians are reported in a Budapest message to official Italian news agency to have occupied the Bessarabian frontier town of Bolgrad. They also claim that their Soviet planes were shot down this morning on the outskirts of Galatz.

NAZIS IN BUKOVINA.

According to a Bucharest message German mechanised forces have begun to march forward in Bukovina, a northern province, which Rumania lost to the U. S. S. R. at same time as Bessarabia.

BERLIN:—General mobilisation of the Rumanian forces on land and air has been proclaimed according to a Bucharest despatch.—Reuter.

"Precautionary Measures" In Rumania

VICHY, June 21.

Reports that the civilian population is being evacuated from Constanza are in exact, says a Bucharest despatch to the Vichy News Agency.

It says that only a certain number of women and children have left the town. Precautionary measures have been taken as in other towns of Rumania but there has been no mass evacuation.

The despatch adds that the reports that Rumanian vessels in the Black Sea had received orders to put into Rumanian ports are unfounded.—Reuter.

NAZI FORCES ADVANCE ON 1,500-MILE FRONT

Rumanian Troops Occupy Town In Bessarabia

"BRITAIN AND SOVIET WORKING TO SAME END", SAYS HITLER

THE German army invaded Russia at 3-30 a. m. on Sunday, and is reported to have met with stiff resistance.

The Rome radio announced that the Italian Government had notified the Government of the U. S. S. R. that Italy considered herself at war with Russia from 5 a. m. on Sunday.

HITLER'S PROCLAMATION

LONDON, June 22.

Hitler announced in a proclamation over the German radio at 3-30 a.m. to-day (Sunday), that the German Army had begun to march against Soviet Russia assisted by Finns in the North and Rumanians in the South.

"May God help us in this battle", he dramatically declared. The sensational outcome of the recent circumstantial reports of the rising tension between Germany and her shortlived powerful war Ally, Russia, was read to the German listeners after only a quarter of an hours warning by Dr. Goebbels.

Hitler condemned the Russian occupation of the Baltic States which, he said, "was directed only against Germany".

He linked Russia and Britain together as "working to the same end."

Hitler

SOVIETISATION OF LITHUANIA

Hitler said that he had sent von Ribbentrop to Moscow in 1939 because he thought he could come to an understanding with Russia. Ribbentrop's visit to Moscow resulted in the signing of the Soviet-German non-Aggression Pact. Hitler then dealt with the Sovietisation of Lithuania, and said that this resulted in the disappearance of thousands of German subjects from Lithuania. But he still kept silence hoping to arrive at "a lasting" agreement. Germany had had no intention of attacking Lithuania, but on the contrary, only to send her troops there to protect it.

After stating that despite all this Hitler agreed to the Russian demand to annex Lithuania, he turned to the question of Poland and said that the victory in Poland which was carried out entirely by German troops gave him the opportunity of making an offer

(Continued on Page 8)

NAZIS MEET STIFF RESISTANCE

LONDON, June 22.

According to the Rome Radio German motorised columns are meeting with very strong resistance from Russian troops in northern Bukovina.

BERLIN:—The German High Command 'Communique' to-day announced that "fighting broke out on Soviet border in early hours to-day".

It claims that enemy attempt to fly over East Prussia were "repulsed with heavy losses". German fighters "shot down numerous red bombers".—Reuter.

Soviet Troops Massing Behind River

NEW YORK, June 22.

Large forces of Russian troops were reported to be arriving in steady stream behind the Dniester River, also airarm concentrations of the Russian Air Force, according to Berlin despatch to the "New York Times" filed prior to the news of the declaration of war against the Soviet."—Teuter.

Churchill Promises British Help To Russia

LONDON, June 22.

Mr. Churchill speaking on the radio to Britain and overseas in the shortest notice broadcast since Mr. Chamberlain announce the declaration of war against Germany said: "I have taken the occasion to speak to you to-night because we have reached one of the climaterics of the war. In the first of these intense turning points a year ago France fell prostrate under the German hammer and we had to face the storm alone. The second was when the royal airforce beat the Hun raiders out of daylight air and thus warded off a Nazi invasion of our island while we were stilll illarmed and illprepared. The third turning point was when the President and the Congress of the United States passed the Lease and Lend Enactment devoting nearly two thousand million sterling of the wealth of the new world to help us defend our liberties and their own. These were the three climacterics. The fourth is now upon us. At four o'clock this morning Hitler attacked and invaded Russia.

FORMALITIES OF PERFIDY.

All his usual formalities of perfidy were observed with scrupulous technique. A Non-aggression Treaty had beeen solemnly signed and was in force between the two countries. No complaint had been made by Germany of its non-fulfilment. Under its cloak of false confidence the German armies grew up in immense strength along a line which stretched from the White Sea to the Black Sea, their air fleets and armoured divisions slowly and methodically took up their stations. Then suddenly without a declaration of war, without even an ultimatum, German bombs rained down from the sky upon Russian cities, German troops violated Russian frontiers and an hour later the German Ambassador who, during the night before, was lavishing assurances of friendship—almost of an alliance upon the Russians, called upon the Russian Foreign Minister to tell him a state of war existed between Germany and Russia.

OUTRAGE REPEATED

Thus was repeated on a far larger scale the same kind of outrage against every form of signed contract and international faith, which we have witnessed in Norway, Denmark, Holland, Belgium and which Hitler's accomplice and jackal, Mussolini, so faithfully violated in the case of Greece. All this was no surprise to me, in fact I gave a clear and precise warning to M. Stalin of what was coming. I gave him warning as I have given warnings to others before. I can only hope that these warnings did not fall unheeded. All we know at present is that the Russian people are defending

(Continued on Page 8.)

Winston Churchill

BRITAIN DENIES NAZI CHARGE

LONDON, June 22.

Denying the German allegation of a secret understanding between Britain and Russia, it was stated in London that Britain had not been able to maintain closer relations with Soviet Russia because Russian foreign policy had been based on the Pact which was concluded in 1939 with Germany —Reuter.

STOP PRESS

LONDON, June 22.

Martial law has been proclaimed throughout Western Russia including Crimea, states the Moscow Radio.—Reuter.

MATSUOKA GETS BUSY

TOKYO, June 22.

The Foreign Minister, Mr. Matsuoka, went to the Palace to report to the Throne, immediately he received an official report from the Japanese Ambassador in Berlin on the start of the German-Soviet hostilities. He also reported on "related international problems."

On leaving the Palace, Mr. Matsuoka held a meeting with the principal officials at the Foreign Ministry. The meeting lasted only ten minutes and directly afterwards Mr. Matsuoka had a ninety minute talk with the German Ambassador, Gen. Ott, who called at the Foreign Ministry.—Reuter.

NO CHANGE IN WAR CABINET

LONDON, June 21.

A statement appearing in a morning newspaper that General MacNaughton, Commander-in-Chief of the Canadian Forces in England, might enter the war Cabinet as Minister of Defence has been denied in an official statement just issued. There is no truth in this report, it says, or in the report that any change in the structure of the war cabinet or in the office of Minister of Defence is contemplated.—Reuter.

U. S. AMBASSADOR BACK IN BRITAIN

LONDON, June 22.

The American Ambassador to Britain Mr. Winanth crossing the Atlantic in a Boeing Bomber arrived back in Britain to-day following his visit to Washington.—Reuter.

King Peter In England

LONDON, June 22.

King Peter of Yugoslavia, soon after his arrival in England yesterday by air, met his mother and is staying with her in the country.—Reuter.

Napoleon's Doom Will Be Hitler's

RED ARMY AND SOVIET PEOPLE WILL WAGE VICTORIOUS WAR, SAYS MOLOTOV

LONDON, June 22.

M. Molotov broadcasting from all Moscow stations declared that Germany declared war on Russia without any provocation. Incidents had already occurred and 200 men had been killed or wounded.

M. Molotov expressed complete assurance of Russian victory saying: "We will crush the enemy". M. Molotov referred to "blood thirsty Fascists of Germany, who had conquered nations".

M. Molotov continued: "Our people will rise like one in complete unity and discipline giving full support to our army, navy and air force. Our army and our people will fight victoriously for honour and liberty".

TEXT OF MOLOTOV'S BROADCAST

The following is the text of M Molotov's broadcast:—

"To-day at four o'clock in the morning without giving any reason to the Soviet Government and without a declaration of war, German forces attacked our country, invaded our frontiers at many places and raided our towns of Zhitomir, Kiev, Sebastopol Kaunas and several others. More than 200 people were killed or wounded. Flights of enemy aircraft as well as artillery fire were made from Finnish and Rumanian territory.

WITHOUT EXAMPLE IN HISTORY

This unheard of attack on our country is without example in the history of civilised nations. The attack on our country has been made in spite of the fact there is a Non-Aggression Pact between Germany and the U.S.S.R. which was conscientiously kept in every detail. The attack on our country has been made in spite of the fact that throughout the time this Pact was valid the German Government could not furnish proof that the Government of the U.S.S.R. has ever infringed a single one of the Clauses of the Pact.

THIS ROBBER ATTACK

All responsibility for this robber attack on the Soviet Union falls on the German Fascist Leader. After the attack the German Ambassador in Moscow, Schulenberg, at 05.30 in the morning gave me, the Peoples Commissar for Foreign Affairs, a Note in the name of his Government that the German Government had decided to proceed against the Soviet Union because of concentration

(Continue on Page 4)

M. Molotov

Rajen Babu Says It Will Dissipate Hitler's Forces

CUTTACK, June 22.

Interviewed on the invasion of Russia by Germany Dr. Rajendra Prasad said: "It is the biggest event after the fall of France. It is bound to dissipate Hitler's forces and may have far-reaching effect on the ultimate results of the war. We have to wait developments.—A.P.

Turning Point In Syrian Campaign

GEN. DENTZ FACES A DILEMMA

CAIRO, June 22.

The occupation of Damascus is likely to prove the turning point in the Syrian campaign. From Damascus the Allied forces can strike in two directions. They can turn westwards towards Beirut. This road is difficult and easily defended for it crosses two ranges of mountains. Alternatively, the Allies can move northwards towards Homs, along a newly constructed road which joins Homs and Damascus. There is also an older route towards Homs across the first range of mountains and then up the valley between the two ranges. General Dentz, Vichy Commander-in-Chief in Syria, has already thrown his reserves into the conflict and is therefore, faced with a dilemma. On which city will he concentrate his remaining forces?

GEN. CATROUX ENTERS DAMASCUS

LONDON, June 22

Gen. Catroux, who was recently appointed Commander-in Chief of the Free French Forces in Syria, has entered Damascus according to a Cairo despatch to the Independent French Agency.

DE GAULLE'S MESSAGE

Gen. de Gaulle has sent him the following telegram:—"I send my most cordial and sincere compliments on the entry into Damascus of the troops under your orders. Please express to Gen. Legentilhomme, as well as to the officers of his division, my feelings of profound satisfaction and ardent confidence. To those of our comrades on intrigues of the enemy have won over to fight with us, please express our regard and say that we open our ranks to them so that they may march with us in the great battle of liberty.

As the result of continued pressure by British, Indian and Free French troops Vichy forces yesterday evacuated Damascus which was occupied by Free French troops. In all other areas fighting is continuing with local gains everywhere to our credit""

CAIRO:—More local gains everywhere on the Syrian front are recorded in to-days (Sunday) G.H.Q. "communique"

LIBYA:—No change in the situation.—Reuter.

Our Tabulated Adlets

1 Anna Per Word

Minimum Re. 1.

CHHOTA CHHOTA ADVERTISEMENTS are inserted in these Columns on cash payment only and are charged at the rate of ONE ANNA per word. Minimum charge is fixed at Re. 1 for 16 words. Numericals (up to 10 figures) and Abbreviations are to be counted as complete words.

SPECIAL REDUCTION in our scheduled rate of one anna per word will be allowed until further notice at the rate of 25 p.c on all CASH PAYMENTS provided the same Adlet is to appear for three times or more in a week. The complete week to be calculated from Monday to Sunday.

STILL ONE MORE FACILITY is offered to our Adletisers. Tabulated Adlets that appear in the "BOMBAY CHRONICLE". if repeated the same evening in the "BOMBAY SENTINEL" will be charged for the "SENTINEL" at half-anna per word per insertion without any further reduction whatsoever.

ADLETS OF PRIVATE NATURE are inserted with Box Numbers and in such cases the six words —Box No. (——), "The Bombay Chronicle",—must be paid for The management reserves the right to revise any Adlet or refuse publication without assigning any reason for doing so.

BLOCK LETTERED OR TYPE WRITTEN Adlets will ensure correct insertion. No responsibility for any mistake, oversight, misprint, etc., will be accepted by the Management. Replies to the Adlets should be sent for often to avoid heavy congestion at our office.

20. MATRIMONIAL

Wanted a respectable virgin bride for a Jain Dasha Shrimali Youth. The girl must be Jain, Vaishya, or of a High Hindu Community, attractive Talented of well versed in Household affairs. Apply with full details to Box No. 14735 "Bombay Chronicle".

Wanted Hindu Officer of high rank (no caste restriction) for beautiful educated, and cultured lady aged 20, of respectable family. Apply Box No. 14721 "Bombay Chronicle."

42. SITUATIONS VACANT

Wanted a qualified experienced motor mechanic pay Rs. 40 to 60 p.m. Apply with testimonials to Box No. 5371 "Bombay Chronicle."

Wanted: 4 Elec. and Mech. Engineers, 4 Civil Engineers, 6 Doctors and 3 Lawyers. Apply to Box No. 14732 "Bombay Chronicle".

Wanted: Candidates for Station Masters' and Signallers' Classes. Apply immediately with two Annas Postage. The Gujarat Telegraph College, Umreth. (14733)

Wanted: Candidates For Station Master and Signaller's course; scholarship Rs. 30 and Railway fare terms. Free quarter. Apply with 2 annas stamps to The Director, All-India Railway Routine Training Institute, Delhi. (14454)

Wanted an experienced and efficient lady tutoress for Montessori classes in a High School in Calcutta. Knowledge of Hindi essential. Apply stating full particulars to Box No. 5395, "Bombay Chronicle."

Wanted a good Bleaching Master with experience and satisfactory cerificates. Also wanted a Head Storekeeper of experience having worked in a Textile Mill. Apply Box No. 14722 "Bombay Chronicle"

Wanted By a First Class Life Insurance Company Inspectors on salary for Bombay City and Suburbs with future prospects and security of service. Gujaratis and Parsis preferred. Apply Post Box 814, Bombay. (14730)

At Bombay, qualified Nurses or with hospital experience required Age under 40. Salary Rupees 40 to 75. Boarding and lodging arranged. Apply Relief Association, Jiji House, Ravelin Street, behind Excelsior Theatre, Fort, Bombay. (14650)

Public Notices

GOVERNMENT Announcements Legal and Public Notifications are published in these columns at the following rates:—

	Per column inch per insertion
1st Insertion	Rs. 7-8-0
2nd Insertion	Rs. 5-8-0
3rd and Subsequent Insertions	Rs. 4-8-0

Mofussil advertisers are requested to send remittances in advance and state clearly whether they wish to insert their advertisements in these columns or in the Classified.

NOTICE.

THE BOMBAY LIFE ASSURANCE COMPANY, LTD

NOTICE HAVING BEEN GIVEN of the loss of Policy No. 6050 on the life of Late Mr. Sadashiv Narayen Modak a duplicate policy will be issued unless objection is lodged with us within one month from this date and the claim thereunder considered.

JYOTENDRA L. MEHTA.
Managing Director

Bombay, 23-6-1941. (5397)

BOMBAY MUNICIPALITY.

COMPETITIVE EXAMINATION FOR RECRUITMENT TO CLERICAL AND OTHER SUBORDINATE SERVICES.

APPLICATIONS ARE INVITED from candidates desirous of appearing at the above examination so as to reach this office on or before Thursday the 10th July, 1941

Forms of applications may be obtained from the office of the undersigned between 12 noon and 4 p.m. (B.T.) on office days and between 11 a.m. and 1 p.m. (B.T.) on Saturdays on payment of annas 4 each.

Copies of Rules and Regulations specifying the conditions prescribed for the examination will be supplied free of charge.

M. D. BHAT,
Municipal Commissioner.

Municipal Offices,
Fort, Bombay,
20th June, 1941. (5391)

141. EDUCATIONAL ADLETS.

H. P. T. College, Nasik. The College teaches Pass and Honours Courses in English, Sanskrit, Marathi and Economics, and Pass Courses in History, Gujarati, Mathematics and Philosophy. Sanskrit, Persian, French and Ardha-Magadhi are taught in F.Y.A. and I. A. Classes. Separate Hostels are built for men and women students. The total expenses per pupil per year are Rs. 400 including hostel charges. The Sadavarts in the City provide free meals to many students. Post Graduate Classes are started for English, Sanskrit, Marathi and Philosophy T. A. Kulkarni, Principal. (5246)

The Civil Engineering School Lucknow (Government recognised) Trains for Overseer's Certificate Examination conducted by the U. P. Government. Matriculates or S.L.C. passed with Mathematics to apply for admission now. Best result in the Province last year Apply for Prospectus to the Principal (5037)

303. MACHINERY WANTED

Wanted secondhand machinery in working order—Punching, Shearing Machines, Lathes, Drills and sawing machines—Apply stating specification and prices to Box No. 5369 "Bombay Chronicle."

347. LOANS & MORTGAGES

Wanted: Financiers for an established manufacturing concern guaranteeing 50% profits. Best opportunity for really interested persons. Rs. 50,000/- required. Terms lucrative. Apply Box No. 14718. "Bombay Chronicle."

651. MISCELLANEOUS ADLETS

Wanted by an issueless Hindu Landlord and banker of U.P. a baby male or female age about 2 years, colour fair. Write to Box No. 14720, "Bombay Chronicle."

Public Notices

THE JUPITER GENERAL INSURANCE CO., LTD.

NOTICE.

NOTICE IS HEREBY GIVEN that the 23RD ORDINARY GENERAL MEETING of the shareholders of the above Company will be held at the Registered Office, Ewart House, Tamarind Lane, Fort, Bombay, on Monday the 21st July 1941, at 10-30 A.M. (Standard Time), for the transaction of the following business:—

(1) To adopt the Directors' Report, the Audited Revenue Accounts, Profit and Loss Account and Balance Sheet for the year ended 31st December 1940.

*(2) To sanction Dividends on Preference and Ordinary shares.

(3) (a) To appoint Directors in place of those who retire from office under Article 87. of the Articles of Association, but are eligible for re-election.

(b) To appoint Directors in place of those who retire from office under Article 96. of the Articles of Association, but are eligible for re-election.

(4) To appoint Auditors for the year ending 31st December 1941, and to fix their remuneration.

(5) To sanction bonus to the staff

(6) To transact such other business as may be brought forward by the Chairman.

By order of the Board,
LALJI NARANJI & CO.
Managing Agents.

Bombay, 18th June, 1941.

NOTICE IS ALSO GIVEN that the TRANSFER BOOKS of the Company will be CLOSED from 14th July, 1941, to 2nd August 1941, both days inclusive.

*Preference and Ordinary share dividends, if sanctioned, will be payable on and after 4th August, 1941, to those shareholders whose names stand on the Register of the Company on 14th July, 1941

(5398)

Legal Notices

IN THE HIGH COURT OF JUDICATURE AT BOMBAY.

TESTAMENTARY AND INTESTATE JURISDICTION.

GEORGE VI, by the Grace of God, of Great Britain, Ireland and the British Dominions beyond the Seas, King, Defender of the Faith, Emperor of India.

PETITION for Letters of Administration in respect of joint and undivided Hindu family property standing in the name of JWALADUTT JHABARMAL, also known as JAWALADUTT JHABARMAL, also known as JWALADAT JHABARMAL, also known as JOOWALAPRASAD KARONDIA, also known as JOOWALADAT JABARMAL and also known as JWALAPRASAD ZABERMAL, of Bombay Agarwal Bania Hindu Inhabitant, a widower, Retired at the time of his death residing at Guna in Gwalior State ..... Deceased.

GIRJASHANKER JWALAPRASAD, of Bombay Agarwal Bania Hindu Inhabitant, residing at Cavell Street, Madhavji Thakers Building, Bombay No. 2, outside the Fort of Bombay. ... Petitioner

All persons claiming to have any interest in the Estate of the abovenamed deceased are hereby cited to come and see the Proceedings, if they think fit, before the Grant of Letters of Administration.

Witness Sir JOHN WILLIAM FISHER BEAUMONT Knight Chief Justice at Bombay aforesaid, this 10th day of June, in the year of our Lord One Thousand Nine Hundred and Forty-One and in the Fifth year of our Reign.

(Sd.) S. J. RAHIMTOOLA
Prothonotary & Senior Master.

Seal of the High Court at Bombay

(Sd.) K. K. DASTUR

The 10th day of June, 1941.

Messrs. VACHHA & CO.,
Petitioner's Attorneys.

(5399)

Public Notices

THE BOMBAY PROVINCIAL CO-OPERATIVE BANK, LTD.

NOTICE TO HOLDERS OF 'A' SERIES OF DEBENTURES

NOTICE IS HEREBY GIVEN to the holders of the 'A' series of debentures issued by the Bombay Provincial (originally Central) Co-operative Bank, Ltd., on the 31st March, 1913, that with the previous consent of the Government of Bombay and after expiry of the notice of 3 months given to the Trustees on the 29th May 1941, in accordance with the provisions of the Debenture Trust Deed, all the debentures of the 'A' series numbered serially 1 to 500 will be paid off on 30th September, 1941. Payment will be made at the office of the Bank (9 Bakehouse Lane, Fort, Bombay) during business hours on or after 30th September, 1941, on presentation of the debentures bearing receipts in full discharge endorsed thereon and signed by the holders thereof. Interest will cease to run on these debentures after 30th September, 1941 and all interest coupons which have not become due should be surrendered along with the debentures.

H. V. R. IENGAR.
C. C. SHAH.
R. G. SARAIYA.
Trustees of the Debenture Trust Deed,

Bombay Provincial Co-operative Bank, Ltd.

Bombay, 20th June, 1941. (5401)

ST. XAVIER'S COLLEGE

ABDULLA FAZALBHOY TECHNICAL INSTITUTE
BOMBAY 1.

RADIO and CINEMA COURSES for Matriculates.

1. Radio Service.
2. Wireless Telegraphy.
3. Electrical Wiring.
4. Cinema Projection.
5. Photography.
6. Sound Recording.
7. Cine Photography.
8. Ground Engineering.

POST GRADUATE COURSE.

9. Radio Engineering.

Candidates are admitted from all parts of India and from the neighbouring States regardless of caste, creed or sex. To ensure an equitable distribution of trained men a system of regional quota of admission is maintained. To ensure admission an early reservation on the waiting list is advised.

For prompt reply, write your name, address and province clearly and send annas four for prospectus to expedite despatch

REV. G. PALACIOS, S.J.,
Ph.D., D.D., Ph.D. (Columbia),
Director.

(4927)

Auction Sales

BENNETT & CO.

AUCTION SALE OF UNCLAIMED GOODS AT UNCLAIMED GOODS OFFICE, WADI BUNDER, G.I.P. RY.

Under instructions from G.I.P. Ry., and in accordance with Sections 55 and 56 of Indian Railways Act IX of 1890, Messrs. BENNETT & CO., will sell by public auction on WEDNESDAY, the 9th July, 1941, at 2 p.m. (S.T.) at the above place unclaimed goods including 135 Bags of castorseeds (Ex-JADCHERLA to W.B., inv 88 of 20|3|41), bags of cereals and dals of all descriptions, seeds of various kinds, oils, ghee, glassware and glass articles, C. Ropes, ironware, fish, M. R. Tyres, cotton, sugar, leather, ironnails, bales of F P. Cotton waste soft oily, F. P. Cotton waste hard oily, cases of slates, shoes, chappals, soap, tea, haberdashery, machinery, brassware, dry batteries, elec. goods, cycle-goods, oilman stores, toys, full gas cylinder, rope and tarpaulin pieces, bdle of carpet etc., etc.

Terms—50 per cent deposit or full amount and balance to be paid and delivery to be taken on or before 18-7-1941.

BENNETT & CO.

New York Cotton Exchange

FURTHER ADVANCE ON STRENGTH OF TEXTILES AND EXHAUSTION OF 1940 LOAN STOCKS

Bombay, June 21

The American cotton markets touched new high levels for the season on heavy buying by New Orleans and Mill interests besides active short covering induced by the continued strength of textiles and reports of the exhaustion of 1940 loan stocks. At the higher level however there was increased profit-taking on reports of more favourable weather. A gain was of five to seven points was recorded at close.

Trading commenced with New York July contract standing at 14.18 without showing any change from its previous close. This was also the lowest level touched during the day. Active short covering influenced by the factors referred to above and buying by mills and New Orleans interests appeared. A steady upward trend was assumed. July contract touched the highest for the day at 14.30 plus 12. Around this level activity on the part of buyers subsided to some extent and a quiet tone prevailed. Later there was profit-taking induced by more favourable weather Prices reacted to some extent July closing at 14.24 plus 06. The spot rate stood at 15.03 plus 11.

Receipts and Issues at all U. S. Ports totalled 27,000 and 13,000 bales.

NEW ORLEANS

A steady market. July and October contracts closed at 14.28 plus 04 and 14.50 plus 03. The spot market closed at 14.60 plus 03.

CHICAGO GRAINS

Prices advanced on buying by the recent short sellers and in sympathy with the strength of cotton and soya beans.

NEW YORK STOCK EXCHANGE

Most of the issues on the Stock Exchange remained almost at a standstill. The uncertainty with regard to the Washington diplomatic moves, the Government controls and week-end evening up had a restraining influence over buyers. The close was easy with U. S. Steel standing lower by 5/8 of a dollar.

PRIVATE CABLES:—

New York July highest (at 12-42 p.m.)	14.30
New York July lowest (at 10-09 a.m.)	14.18

Messrs. Chunilal Mehta and Co Ltd have certainty with regard to the Washington mation from their foreign friends:—

New York Market advanced on continued strength of textiles and shorts covering Looks bullish.

NEW YORK COTTON
NEW YORK, June 21
TODAY'S CLOSING

July	14.31
October,	14.55
December,	14.65
Middling Spot,	15.13

NEW ORLEANS COTTON
New York, June 21

July,	14.35
October,	14.57
December,	14.68
Middling Spot,	14.07

NEW YORK COTTON DAILY STATISTICS
New York, June 21.

Day's Receipts at all U.S. Ports 12,000 Bales.

LONDON EXCHANGES
TODAY'S PRICE.
LONDON, June 21.

T. T. London On:—

New York	4.02 1/2 to 4.03 1/2
Madrid,	40.50
Montreal,	4.43/4.47
Berne,	17.50/17.40
Stockholm,	16.85/16.95

ATRE'S MAIDEN MEMORABLE TRIUMPH!
Atre Pictures' Social Hit
CHARANO-KI DASI
(Hindi)
PAYACHI DASI
(Marathi)
Starring: DURGA KHOTE, VANMALA, JAGIRDAR,
Marathi: 1-30, 7 p.m.
Hindi: Daily 4 p.m.
NEW WEST END

IT'S ON IN FULL SWING— —?
NAVYUG'S Star-Studded Social Epic
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(HINDI & MARATHI)
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10 a. m.
Join The Crowd At
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IN SARASWATI'S
NARAD-NARADI
IN ITS
6th WEEK AT
MAJESTIC
Daily at 1, 4, 7 p.m.

WEEKLY YARN MARKET REPORT

Bombay, June 19

The improvement reported in our last has continued throughout the whole past week and prices have shown further rise to the extent of about quarter to half an anna per lb. all-round in almost all Indian yarns particularly in medium and fine counts where prices have been showing comparatively better improvement than in coarse counts The very steady cotton prices both in America as well as in Bombay, the continued favourable War news and enquiries from several consuming districts have helped the better feeling in the yarn market and prices are more inclined to improve still further. Although most of these enquiries are of a speculative nature and are more or less dependent upon the course of the cotton prices, several mills have been showing a firm attitude on account of their healthy sales position due to War orders and therefore it is quite possible that the recent improvement will be maintained at least so long as the cotton prices do not show any material decline from the present level. During the week Calcutta has been rather quiet but Southern Indian markets have been showing some signs of improvement and it is reported that most of the Southern Indian Mills particularly Coimbatore mills have been able to make sales far ahead at improved prices. Enquiries from the Punjab have been yet not satisfactory and prices offered are in many cases unworkable. As regards U. P., C. P., Gujarat, Kathiawar and other markets demand has continued to remain rather moderate with a slightly better tendency at the close. As regards Export markets there have been increased enquiries probably due to recent rise in cotton but business has been absolutely impossible on account of considerable freight difficulties and also due to several hundreds of packages having been waiting for shipment for the last several months. On the whole future outlook seems to be yet more hopeful but much more will depend upon the course of the cotton prices in the next few days.

English yarns: No business has been possible in this class of yarns due to the war Japanese and Shanghai yarns: There has been further improvement in prices in almost all kinds of Japanese and Shanghai yarns to the extent of about half an anna per lb. during the week under review and the tendency at the close is distinctly steady. Enquiries from almost all important consuming centres have been plentiful but most of them are of a speculative nature and it therefore cannot be said with any certainty how long such speculative purchases are likely to continue. As regards Mercerised yarns speculative turnover has increased further and prices have advanced to the extent of half an anna per lb. with a firm tendency at the close. Fresh forward business with Japan has been getting more and more difficult on account of much higher prices quoted by Japanese spinners and also due to unfavourable political situation. Stocks in the local market are not very large and arrivals are limited but owing to high prices genuine demand from consuming centres continues to remain very moderate. Future tendency is hopeful.

Artificial Silk yarns: In sympathy with further rise in prices in Japan and also due to scarcity of goods particularly in Staple Fibre yarns prices have improved to the extent of about one anna per lb. both in 2/60s and 2/80s and half an anna per lb. in 40s and 2/40s and other counts and at the close prices are more inclined to improve further. There have been large speculative enquiries from the Punjab markets and a fairly good turnover has taken place not only for June delivery but also for July delivery with a rising tendency at the close. In case of art silk yarns enquiries have definitely increased but the prices have been improving rather slowly probably due to unsatisfactory demand from the local mills. Fresh forward business with Japan is extremely difficult due to very high prices quoted by Japanese spinners Future tendency is encouraging

Indian yarns: Owing to further improvement in cotton as well as in riot situation, turnover on the Bombay Yarn Exchange Ltd., has improved further and prices have advanced to the extent of about Rs. 7 per bale during the week in 20 1/2s with a firm tendency at the close. Future outlook is more hopeful.

SHIPPING NEWS.

EXPORTS
Bombay, June 21

344 bundles bamboos M Mackenzie and Co; 200 bales cotton waste L O Vora; 20 cases sandalwood oil Sorabji Nowroji and Co; 132 bags gum S D Dharsi; 640 bags bone sinews B Ardeshir and Co; 60 bales raw wool K Esmail; 58 bales raw wool A J Calcuttawalla and Co; 108 bales raw wool Haji E Dossa; 391 cases cashew nut kernels L Shamji.

IMPORTS

14393 pcs and bdls teakwood; 30 cases coper tubes; 45 boxes copper ingots; 125 brls cement; 54 cases cutch; 36 tins sauce; 32 bags brass scrap; 250 bales old newspapers; 1456 bags dry dates; 2272 bundles wet dates; 1200 bales cotton; 2475 bundles news print paper; 38 cases cotton thread; 652 drums aniline colours; 384 pcs m s plates; 42 kegs citric acid; 418 ctns cork board; 315 cases steel strips; 163 rolls wrapping paper; 75 drums chloroform; 495 drums flake caustic soda; 97 drums solid caustic soda; 94 drums fused zinc chloride; 45 bxs steel lock washers; 112 bags boric acid; 98 drums ferric chloride; 49 brls citric acid crystals; 4480 bags nitrate of soda; 34 brls acetyl salicylic acid; 50 D/Johns acetic acid; 424 coils steel strapping; 60 cts razor blades; 402 cts porcelain insulators; 84 cases leather belting; 336 bundles white news print; 629 bales overissued newspaper; 204 brls glacial acetic acid; 150 bales second-hand clothing; 202 bags ground silicia; 288 pkgs machinery and parts; 193 cases brass rods; 782 pkgs m/trunk and commercial chassis.

ON THE AIR

MONDAY, JUNE 23.

Delhi I—Programme

338.6 metres (886 kc/s)

5 p.m. Instrumental duet. 5-10 Nabi Jan. 5-25 Bhajan Lal. 5-30 Chand Khan. 5-50 Akhtar Jahan Akbarabadi 6-15 Lachhi Ram 6-30 Afzal Husain 6-45 M. Siddiq. 7 Mohammad Shafi 7-15 On the Bookshelf: Review of Hindi books. 7-30 Chand Khan. 7-45 Lachhi Ram. 8 Birha ke Geet. 8-15 For Villagers only 9-45 Chand Khan. 10 Rageshwari on Sitar. 10-10 Mohammad Shafi. 10-20 Anwar Khan. 10-30 Akhtar Jahan Akbarabadi

Bombay I—Programme

244 metres (1,231 kc/s)

7-30 a.m. Shyamala Mazgaonkar. 8-5 News in Hindustani. 8-15 News in English. 8-25 Allah Ragha. 8-40 News in Marathi. 8-50 News in Gujarati. 9 Haribhau Ghangrekar. 9-20 A I R Sextet. 12-30 p.m. Devotional dittes. 12-57 News in Hindustani. 1 Instrumental melodies. 1-10 Gujarati Garbas. 1-20 Mutual understanding. 1-30 News in English. 1-35 Lunch Hour Music. 4-15 School Broadcast. 5 To-morrow 5-5 G. S. Kharadkar. 5-20 Vichitra Bees. 5-25 News in Marathi. 5-30 News in Gujarati. 5-35 H. Husain. 5-45 G. S. Patankar. 5-55 Bachubhai Sarangi. 6 News in English. 6-5 News in Hindustani. 6-10 Shahir P. D. Khadilkar: Pawada. 6-25 Durga on Dilruba. 6-30 Nana Ani Mani (Marathi) Programme for children. 7 Rangbhumi-Ma-Ras and Lokgeeto: Talk in Gujarati. 7-15 Three Ghazals. 7-25 Local news and announcements. 7-30 Mohammad Khan. Surbahar solo. 7 45 A I R Chorus Party. 7-55 News in Marathi. 8-10 News in Gujarati. 8-25 Topic of the day. 8-30 Matters of Moment: Talk relayed from the B B C. 8-45 Sound news. 9 News in Hindustani. 9 20 News in English. 9-30 B B C news relay. 10 Pawada. 10-10 Ghazal and Geet. 10-25 Shyamala Mazgaonkar.

Bombay II—Programme

41.44 metres (7,240 kc/s)

7-30 to 8-5 a.m. As in Bombay 1. 8-5 Gujarati Poems. 8-15 Marathi duets. 8 25 to 8-40 As in Bombay 1. 8-40 Mohammad Khan, Surbahar. 9 to 9-30 As in Bom. 1.

41.44 metres (7,240 kc/s)

12-30 to 12-57 p.m. As in Bom. 1. 12-57 Dadra. 1 to 1-30 As in Bom. 1. 1-30 Musical interlude. 1-35 to 2 25 As in Bom. 1. 4-15 to 5-25 As in Bom. 1. 5-25 Gujarati geets. 5-35 to 6 As in Bom. 1 6 Brahmanand Bhajan. 6-10 to 7-15 As in Bom 1. 7-15 Interval.

61.48 metres (4.880 kc/s)

7-30 Commercial news. 7 45 to 7-55 As in Bom. 1. 7-55 Haribhau Ghangrekar. 8-25 to 9 As in Bombay 1. 9 Bombay Radio Orchestra. 9-10 Shyamala Mazgaonkar. 9-30 Manzari Mavricakis: Soprano. 9-40 Paul Godwin Quintet with Harp. 9-45 The Aeolean Male Quartet. 10 Ruth Saolman and Her Trio in a programme of popular dance music. 10-30 Melody Trio.

Calcutta I—Programme

(Add 24 minutes to all timings for Calcutta time).

370.4 metres (810 kc/s)

5 p.m. Moniva Ganguli. 5-20 Dhiresh Sen: Bamboo Flute. 5-35 Mujeshwar. 5-50 Mujeshwar: Thumri. 6-5 For rural and industrial areas. 7 Replies to Listeners' Letters. 7-20 Leela Bai. 7-40 Jnan Prakash Ghose. 8 Lal Phul: Playlet. 8-20 Jnan Prakash Ghose. 8-30 Leela Bai. 9 Ted Frangopoulo and His Blue Harmony Boys. 10 Ted Francopoulo and His Blue Harmony Boys

Madras I—Programme

211 metres (1,420 kc/s)

4 p.m. For children (Tamil). 4-30 Tea Time Music. 5 R. K. Venkatarama Sastri: Violin. 5-45 Jantra Sammelanam. 6-5 Shri. N. Chockamma: Veena and Vocal. 6-30 Tharat: Lullaby in Malayalam. 6-40 The Affairs of Kochunni: Play in Malayalam. 7 Kalatarasu. 7-50 Shri. N. Chockamma: Veena and Vocal. 8-30 K. Dakshinamurty Oduvar: Recital of Tevarams from Gnana Sambandar. 9 I Spy. 6. 9-45 Topical talk relayed from B B C. 10 K. Dakshinamurti Oduvar: Recital of Tevarams from Appar and Sundarar.

POSITION OF SCHEDULED BANKS

Statement of the position of scheduled banks as at the close of business on 13th June 1941.

1. Demand Liabilities:	
(a) In India	181,74,60,000
(b) In Burma	10,84,77,000
2. Time Liabilities:	
(a) In India	102,67,74,000
(b) In Burma	4,04,49,000
3. Cash:—	
(i) Currency Notes of the Government of India and Bank Notes:	
(a) In India	7,05,56,000
(b) In Burma	84,000
(ii) Burma Notes:	
(a) In India	25,000
(b) In Burma	59,51,000
(iii) Rupee Coin:	
(a) In India	1,14,10,000
(b) In Burma	1,38,000
(iv) Subsidiary Coin:	
(a) In India	35,92,000
(b) In Burma	44,000
4. Balances with Reserve Bank	27,75,77,000
5 Advances:	
(a) In India	124,25,26,000
(b) In Burma	6,11,42,000
6. Bills Discounted:—	
(a) In India	5,54,73,000
(b) In Burma	6,16,000

Comparative statement of the position of scheduled banks.

(In thousand rupees)

	13-6-1941	6-6-1941	14-6-1940	1-9-1939
1 Demand Liabilities in India and Burma	192,59,37	190,76,09	145,35,61	141,39,78
	(10,84,77)	(10,54,89)	(7,30,49)	(7,03,29)
2. Time Liabilities in India and Burma	106,72,23	106,48,78	110,48,53	106,46,46
	(4,04,49)	(4,06,56)	(3,75,76)	(4,22,12)
3. Total cash in India and Burma	9,18,10	8 64,10	8,48,75	7,29,82
	(62,17)	(58,86)	(34,02)	(59,37)
4 Balances with Reserve Bank	27,75,77	26,07,32	20,53,84	25,27,75
5 Advances in India and Burma	130,35,68	130,85,41	146,55,62	105,65,08
	(6,11,42)	(6,07,63)	(4,69,13)	(4,12,92)
6 Bills discounted in India and Burma	5,60,89	5,90,69	5,57,63	2 86,74
	(6,16)	(6,09)	(18,12)	(5 45)

(Burma figures are shown in brackets).

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Industry And Science

By G. L. MEHTA

II

The following is the second and concluding instalment of extracts from the speech delivered by Mr. G. L. Mehta, Vice-President of the Federation of Indian Chambers of Commerce and Industry, at a recent meeting of the Institution of Chemists (India) at Calcutta.

Before the present war, the Industrial Research Bureau was functioning since its establishment in 1935. Several Universities as well as the Indian Institute of Science at Bangalore and other institutions have been conducting researches in different lines. One of the constant complaints of the Industrial Research Bureau was in respect of absence of co-ordination among the research institutions themselves and this was also true as between the institutions on the one hand and industries on the other, owing to which few researches were industrially utilised There was also the constant complaint of paucity of funds for research in Universities and other specialised institutions. The researches carried on were also mostly of academic interest because the University authorities did not have adequate opportunities of correlating their efforts to the industrial needs of the country. The necessity of having a permanent agency to co-ordinate efforts and to avoid waste of scientific talent and endeavours having the character of a clearing house where ideas and results would be exchanged by research workers in various parts of the country, has been long felt.

* * * *

Research workers, industrialists and the public have whole-heartedly welcomed the establishment of the Board of Scientific and Industrial Research after the outbreak of the present war. The Board has set up nearly twelve sub-committees which are working under its control, to deal with drugs, plastics, oils, dyes, sulphur, fuels, etc. as well as three or four exploratory committees. The Board is to-day assisted by technological institutes and University departments. It is evident, however, that the grant of only six or seven lakhs of rupees given to the Board is quite inadequate considering the vastness of the field of research in this country. But the appointment of the Board is a step in the right direction which was, in fact, long overdue although the scope and activities of the Board would necessarily be limited owing to financial exigencies. Within these limitations, however, it is gratifying to note that the Board has been helpful in co-ordinating the activities of the Universities and other research institutions and it has also been successful in putting forward the results of some researches. It has been trying to solve certain problems of production and utilisation of surplus materials arising out of the war such as oil seeds, for example. It is essential, however, that the report of the Board should be regularly and promptly published by the Government and the proceedings of the meetings of the Board should also be made available to Chambers of Commerce and other recognised public bodies.

* * * *

Government have also done well in appointing the Industrial Research Utilisation Committee for enabling the utilisation of the researches of the Board in a practical manner. The question of such utilisation of research by the public and by the industrialists is not always free from difficulties but these are questions of practical administration on which it is not necessary to dwell here It might be stated broadly, however, that in such utilisation of researches public interest should be the main criterion and in any event, where research has been conducted at public expense, the right of first refusal should be given to Indian interests because the whole object of industrial research and development would be frustrated if essential and vital industries are permitted to be started or expanded by non-Indians.

* * * *

As stated before, the establishment of the D.S.I.R. in the United Kingdom has led to the establishment of several research associations. This is also necessary in our country now that the Board of Scientific and Industrial Research has been established. In the United Kingdom several industries have been conducting their own researches and are trying to keep the industries abreast of the times and even a little more advanced than similar other industries in foreign countries. While it may be some time before India is able to have research associations for organised industries, it is necessary that a beginning should be made and research associations for organised industries comprising representative of the existing firms and research workers be formed. The name of the Tatas comes, of course, to mind as the principal Indian concern which has not only encouraged research through large donations but also organised research departments and branches in its own industries. The Board of Scientific and Industrial Research would be fully successful in its objects if its activities are supplemented by Provincial and other research organisations. There should be closer contacts between scientists and industrialists through such research associations as well as in other ways. It is a welcome sign that this is now being widely recognised and the selection of an eminent industrialist, Sir Ardeshir Dalal, as the President of the last Session of the Indian Science Congress bears testimony to this recognition. But much leeway has yet to be made and our efforts in this direction should ceaselessly continue.

* * * *

It is evident that much of what has been done after the outbreak of the war could and should have been done long ago including organised industrial research on a comprehensive scale. But from the point of view of industry, it needs to be emphasised that there should be an active industrial policy of support and encouragement of national industries without which industrial research itself cannot prove fruitful or be adequately utilised.

Of all the industries, the chemical and pharmaceutical industry is most intimately connected with and dependent upon research. Every advanced country in the world has encouraged the development of the chemical industry not only because it is a basic industry on which several other industries depend but also in order to become self-sufficient in times of emergency. The fact that the chemical industry in U.S.A. and Germany employs more scientists and pays more for research than any other industry is a proof of the important role of research in its development. In the Universities and research institutions in India, most of the researches conducted relate directly or indirectly to chemical and pharmaceutical industry. The chemical industry (as in the case of fertilisers) is capable of subserving the needs of agriculture which is the major industry of our country. It is regrettable, however, that in this case also lack of co-ordination has been responsible for the researches not being adequately utilised. Presiding at the Second Annual General Meeting of the Indian Chemical Manufacturers' Association, Acharya Sir P. C. Ray rightly appealed to the research institutions and manufacturers to put their heads together and find out ways and means of utilising researches commercially. It might be worthwhile considering whether periodical meetings should not be arranged between the research scholars and manufacturers so that the requirements of different manufacturers and the feasibility of meeting them may be discussed from various points of view. The Indian Chemical Manufacturers' Association, I understand, is contemplating the formation of a Board of representatives of the manufacturers and various research institutions for finding out ways and means of better utilisation of their results of research. This is a laudable move and I hope that other industries which are organised into associations would also do the same. As Sir S. S. Bhatnagar remarked in his speech on the Bose Anniversary, no more fitting memorial could be raised to Sir P. C. Ray than planning and execution of a programme of industrial research on chemical lines.

* * *

I should refer here to one difficulty that stands in the way of utilisation of research. Research workers generally experiment on production of small quantities while in industries, production is on a large scale. It, therefore, often happens that first class research scholars find it very difficult to utilise their knowledge in industrial undertakings. This defect can be removed if the Universities take out students to visit factories and also to undergo training for short periods. Such an arrangement exists in foreign countries where practical training is included in the course. We still require endowments and research institutions like the Carnegie Trust or the Rockfeller Institutes or the munificent donations of Lord Nuffield. Although undoubtedly the resources of industries in India are smaller contributions for purposes of research should be recognised by all foresighted industrialists as a part of their long term investment as well as of their social obligations. Indeed, it is not too much to suggest that the major part of the money available from the Excess Profits Tax could be usefully employed for promoting industrial research.

* * * *

In Industrial Research, science and industry should combine for constructive purposes. The State, the industrialist and the scientific worker each has its or his limitations, but each has also its or his special gifts and own peculiar contributions to make for a common objective. Among changes which the British Association for the advancement of Science has witnessed since its fomation in 1831, observed the British Scientific journal "Nature" over ten years ago, is the gradual disappearance of the demarcation between science and industry. As Lord Melchett pointed out in a recent address, the endeavour to distinguish between pure and applied science has now lost any kind of meaning. No clear distinction is possible between science and industry. Research work of the most speculative character often leads to outstanding practical results. Such progressive firms as the Imperial Chemical Industries Ltd. now follow in Great Britain the practice long current in Germany of fostering close contact with the scientific research work of the Universities. But while during the last thirty years, science has rapidly become responsible for leadership in industry, the obligations of science itself have widened. Under the conditions of modern civilisation, the community in general no less than industry is dependent upon pure and applied science for its continued progress and prosperity.

(CONCLUDED.)

Our Readers' Views

These Communal Orgies!

To The Editor of "The Chronicle."

Sir,—If Fascism is menacing to the peace of the world on the international scale, communalism is threatening to destroy national peace.

For two months on end, the civil life in the peaceful and industrial cities of Bombay, Ahmedabad, Dacca and others has been at the mercy of murderers and gangsters, and racketeers.

It is extremely agonising to witness the spilling of innocent blood at the hands of criminal conspirators. The Government which administers the affairs of the State is bound to protect the life and property of its citizens.

The monster of communalism will not check India's national aspirations. It may jeopardize war effort if the trade and industries are ruined, and in case the monster assumes serious proportions it will dislocate the functioning of the Government at a time when it is fighting its battle against Fascist hordes.—Yours, etc.

SURYADUTT J. BHATT.

Bombay's Lifts

To The Editor of "The Chronicle."

Sir,—The requirements of the New Bombay Lifts Acts are pitched sky-high. Under its somewhat sweeping and stringent regulations, even new lifts of recognised make, installed during the last three to four years, get a host of fresh requirements which almost cost the unfortunate owner another 50 per cent. of his original outlay. If this impossible standard is maintained, more than 80 per cent. of Bombay's existing lifts would be condemned or could only work after further great expenses are incurred.

It stands to reason that the new regulations should not be applied in their entirety to the existing lifts in the same manner as now building rules do not seek to affect or alter the structure of older buildings designed when no such regulations were in force It would also appear to be sound policy to apply new laws with leniency and least hardship to owners and users and gradually develop improvements in the light of experienced gained; especially in view of war-time when taxes are mounting and imported materials are both scarce and dear, some consideration may be shown to the much harried Property-Owner.—Yours, etc.

M. SARAIYA.

A United Front

To The Editor of "The Chronicle."

Sir,—It is quite on the cards that even if a cogent combined demand is presented to the British Government for an Indian Constitution at the present moment, it is bound to be shelved in due to the exigencies of War. Therefore, now when the 'Three Separate Schemes' for an interim constitution, both at the Centre and the Provinces, as adumbrated by the Congress, the Muslim League and the Bombay Conference, have been given a cold shoulder by the Government and they have practically declined to move one inch from their declaration of August last, would it not be wise and opportune, as the first step, to discuss all the 'Three Schemes' in the "Representative Conference"—which I have suggested in my last letter, to be called by the leaders of the various political parties—in order to evolve a combined demand for at least an interim constitution and present it to the Government? I am sure that it will be very difficult then for the Powers that be to reject such a demand. In case, they reject such a demand, then it will have secured a great moral victory for the country, which will greatly affect the world opinion, specially that of America, about the 'bona fides' of the British Government vis-a-vis India and War.

I hope the leaders of the various political organisations and specially the Congress and the Muslim League will not delay in calling such a conference. I would conclude with the Persian Bard: "I do not ask thee to bear losses or be after gains, O, Ye, who are careless of opportunities, be quick of action."—Yours, etc.,

MURTAZA ALI KHAN.

Typhoid In Suburbs

To The Editor of "The Chronicle."

Sir,—It is regrettable to find that Bombay Suburbs are again in the ravages of Typhoid fever and every day one or two persons fall victims to the disease. The main reason of it is the insanitary conditions of Septic Tanks. I have reasons to believe that those who are in charge of the Septic Tanks do not know how to work them. Doctors say that unless they are worked satisfactorily they serve the purpose of cesspools and the most stinking smell that emanates from these tanks supports the view. My suggestion, therefore, is that all tanks should be examined by a responsible officer of the Bombay Municipality and the persons in charge of the tanks should be asked for particulars of the tanks. Moreover he should see that all of them are working properly. The better if they are emptied in his presence so that the Municipality may have an idea as to the way in which these tanks have been kept.—Yours, etc.,

"OMAR KHAYYAM."

Refugees In India

To The Editor of "The Chronicle."

Sir, Permit me to seek some space in your widely read daily on the subject of refugees in India. We witness the growing influx of refugees from the European continent and India gives them shelter as they are said to be homeless people. From humanitarian point of view the shelter accorded to them may be praiseworthy, but in the zeal of doing a godly act, the Government of India should not overlook some very important points vitally concerned with the economic position of India.

Needless to say what a large volume of unemployeds from educated class of Indians wander about the streets searching for jobs. In the community of these unfortunates, the educated unemployeds, we cannot fail to find many brilliant heads who being victims of a cruel fate, are actually starving. Such being the tragic picture, the Government of India must see even if it be necessary by a special Act or an Ordinance that every time first preference should, and must, be given to a man of this country. The refugees, many of whom appear quite prosperous, take up lucrative jobs. In this connection the firms who employ them are responsible for an act that can be termed as act of disservice to India. When a refugee gets an employment an Indian home is deprived of livelihood. I have observed that a very important Indian business house has taken in a bunch of these refugees as they happen to be technical experts. I am not in the position to question their ability but I can say that this business house has added on to the ever-growing list of educated Indian unemployeds. I am sure, a close and exhausting search could have brought forward Indians of equal ability and employing them would have meant so many happy homes.

The Government of India and also the Provincial Governments should take up this question with all seriousness it deserves. They must make a very close study of this problem and make every possible effort to see that the people of India, particularly the class in question, should receive every protection and also every encouragement.

These refugees as seen in our city appear quite affluent. They, from what one can see, are better fed, better dressed and live in a style bordering on luxury. They are actually a burden on the tax-payers of this country and to know 'why' I leave it to an economist to answer the question. I do hope, Sir, you will spare a little of your precious time in writing what you feel about this problem in the meantime.—Yours, etc.,

DORAB RUSTOM BANAJI.

Unmarried School Inspectresses

To The Editor of "The Chronicle."

Sir,—Recently your Allahabad correspondent reported that a proposal to preclude married women from holding offices of inspectresses of schools on the plea that married women are not able to discharge their duties efficiently as school inspectresses, caused much excitement among married inspectresses of schools. One may not agree, but from the educational point of view, the above proposal seems to be absolutely unreasonable and ridiculous one. It is a great pity that the educational authorities in our country do not seem to have any practical idea of married life, its advantages and responsibilities in building up the character of girl students, which is one of the important functions of education itself. Naturally, as married women have got to face some difficulties and inconveniences while disharging their duties, in a particular period of the year, they are fully entitled to get some facilities, which are essential for women. But it is unnatural and unjust to ask them to remain unmarried and debar married ones.

Again it is deplorable to observe that our modern educational system does not give any importance to ethical conception of education. That noble aim of education must not be confined merely to getting through examinations, but at the same time students must be made to understand the importance of altruism and the value of national life, so that they may be accomplished in every walk of life.

Married women as school inspectresses would be more responsible and earnest in giving good educational advice to the girl students than unmarried ones, for many obvious reasons. No doubt, unmarried women may discharge their official duties efficiently to the satisfaction of the authorities, touring all over the Province freely, as they are devoid of every responsibility of a real life; but certainly and naturally they may not prove efficient in imparting genuine educational advice and showing motherly love to the girl students, who are to become proud mothers of future India.

If it is true that "the mother is the builder of nation," then it is doubtful in what manner unmarried inspectresses of schools can serve such a vital cause.—Yours, etc.,

S. A. EDROOS.

Bombay Fire Brigade

To The Editor of "The Chronicle."

Sir,—The auxiliary Fire Service started in last October with a strength of only 13, which has now risen to about 60. Those who have joined in answer to the Empire's call to do the noble service by the country, by humanity in general and democracy in particular, are under the training of the 2nd Officer, Mr. Scully.

Is not it natural then that vacancies occurring in the Bombay Fire Brigade should be filled in by some of the men mentioned above? The authorities concerned, however, do not seem to have taken any notice of this while filling the two vacancies of station officers that recently occurred. They ignored the claims of trained men of A.F.S and accepted complete outsiders for the same and that, too, without advertising the posts. The reasons for this are not coming forth. This clearly proves that men specially trained for the fire brigade work and that, too, under the efficient masterly supervision of Mr. Scully, the Second Officer are unfit, incompetent and undeservable. Is it then unnatural that in the face of such injustice the A.F.S. strength will suffer a great deal and the moral be disturbed? It will be not out of place to bring particularly to the notice of the authorities concerned that two men from amongst the A.F.S. were called up for interview for the high post of Deputy Chief of Bombay Fire Brigade last April.

Lastly, I wish to bring to the notice of the authorities concerned that the least qualification for the Station Officer's post, as prescribed since last year, is matriculation and one would like to know if one of the two newly recruited officers possesses the said qualification.—Yours, etc.,

"AN EXPLANATION IS SOLICITED."

Water Supply In Dharwar

To The Editor of "The Chronicle."

Sir,—The cry from Dharwar is a far one and it is apt to lose much of its force and intensity on its journey to Bombay. I hope in the interest of ratepayers and hundreds of citizens of Dharwar, you will kindly publish the following in your esteemed paper.

Dharwar is suffering of late from chronic scarcity of water The municipality has just awakened to its sense of duty and has some time ago sanctioned about Rs 6,000 for survey work by the Government authorities In the meanwhile a scheme of harnessing existing wells to supply water has been undertaken by the Municipality and in the scheme is included a well near Government distillery.

Within a few yards of the well, runs a nulla, which drains a sullage and sewage water from greater part of the town proper. The water of the well was once analysed in the Government Laboratory in 1935 and on the strength of the report, the Assistant Director of Public Health, Belgaum, advised by his letter dated 16-12-1935, not to use the well to supply water to the residents and the Municipality then rightly abandoned the idea accordingly.

After a lapse of five years the idea has been revived and it is proposed to supply the water.

Will Government, the Public Health authorities and those responsible for the health of the hundreds of citizens of Dharwar, consider the matter thoroughly before wasting public money on the well and endanger the lives of the people.—Yours, etc.,

"A RATEPAYER."

COST OF A. R. P.

Division Between Central And Bengal Govt.

SIMLA, June 20

An agreement is understood to have been arrived at between the Central Government and the Government of Bengal with regard to allocation of A.R.P. expenditure between them and it is believed that the principles of their agreement will be applicable to agreements with other provinces.

It appears that under the agreement, a basic figure of expenditure has been worked out, which should be a charge on the Central Finances and of any expenditure above that figure, the Centre should bear 75 per cent and the Province 25 per cent. The basic figure will vary with each Province with reference to its area and strategic important. For the Punjab for instance it may be in the neighbourhood of Rs. one crore.—A.P.

CIVIL AND CRIMINAL POWERS FOR THANA PANCHAYATS

(From Our Correspondent).

THANA: June 19.

More than 40 Village Panchayats with their Benches invested with civil and criminal powers will be shortly set in operation throughout the Thana District by the Thana District Local Board.

The new legislation regarding the Panchayats being a complicated one, the Board has arranged to train the necessary number of secretaries before they are called upon to carry on their duties. About 40 secretaries are at present here attending regular classes. The Assistant Public Prosecutors are holding the classes, teaching the Secretaries the elements of civil and criminal law as well as the procedure under the Panchayat Act.

No Confirmation Of Drowning Tragedy

TRIVANDRUM, June 21.

There is no confirmation for the reports that a number of persons, including women and children were drowned when a country ferry boat capsized in the ferry at Pattazhi on Kallada river in Quilon division.

Information so far received in Quilon does not indicate any loss of life but authoritative reports are still awaited.—A. P.

PRIZE FOR ESSAY ON INDIA AND WAR

LAHORE, June 17.

Why India is participating in the war? How can one best help in India's war effort?

These are the two questions which the Punjab Government have put before the Punjabis to answer either in Punjabi or Urdu The best writer will be awarded a prize of Rs. 250 in each of the two competitions. Two prizes of Rs. 50 each are reserved for student competitors.—A. P.

Gliders As Troop Transports

By RONALD WALKER

(In a recent B.B.C. talk)

In the attack on Crete, the Germans have brought the glider into the front line in full force for the first time. They were used to a limited extent in Holland, Belgium and Norway.

Make no mistake, the glider adapted for military purposes is no flimsy toy made for enthusiasts to enjoy soaring and motorless flight. It is a very formidable weapon.

In the years before the war the Nazis encouraged German youth to glide. Behind the facade of healthy sport, they achieved three things; educated their young men for the air, regimented them under pleasant conditions and developed the glider. In preparing for their war they had not lost sight of the fact that the glider had military value as a troop transport and could be cheaply built in huge numbers.

* * * *

You might well ask, "What use can an engineless aircraft, which has to be towed into the air and through it in order to reach its destination, have?" I should say that its main advantage is operational economy. The standard German troop-carrying aeroplane is the Junkers 52 three-engined monoplane which was also their standard passenger machine before the war. It can carry up to 20 armed soldiers.

Imagine that the Germans want to transport two air-borne divisions totalling 14,000 men They would need about 1,000 Junkers 52 aeroplanes and to operate those 1,000 machines, 1,000 pilots 1,000 pilot-nagivators and 1,000 radio operations without reckoning air-gunners. The glider which the Germans have developed carries about 12 men A Junkers 52 aeroplane can tow at least two gliders.

* * * *

Say, therefore, that each transport unit consists of an aircraft in which the troop load has been reduced to 10, towing two gliders each carrying 12 soldiers, a unit total of 34. The two divisions could then be transported in less than half 1,000 transport planes. The pilots of the gliders can be soldiers who do not need to be fully trained pilots, they can quickly be trained sufficiently to manage the take-off, to fly straight and level during the journey and to land when the towed planes are released over the objective.

* * *

As a glider lands very slowly, it can be put down in a space too small for an aeroplane and without much danger, even on rough ground.

These are additional advantages. There is yet another silence. Gliders would however be cold meat for both fighters and anti-aircraft guns in broad daylight. During the brief period at dawn between darkness and light batches of gliders could be released over the sea miles from the desired coastline and be able to make their approach in utter silence.

It is only facing facts to realise that the lessons which the Germans have learnt from practical experience by their attacks on Crete they will apply elsewhere.

MADRAS MAHASABHA CONFERENCE

Session At Tiruvannamali On July 5 And 6

MADRAS, June 19

It is announced that the Madras Provincial Hindu Mahasabha Conference will be held at Tiruvannamalai, a famous pilgrim centre in South India, on July 5 and 6, under the presidency of Dr. B. S. Moonje.

A reception committee has been formed. Besides delegates from all over the presidency, a large number of prominent Hindu leaders are expected to attend. Dr. Moonje will arrive in Madras on July 4, 'en route' to Tiruvannamalai.—A. P.

FRENCH "STORM TROOPERS" FOR PARIS

Former Organiser Of Cagoulards As Head

LONDON, June 18

E. B. Wareing wrote in the "Daily Telegraph" on June 17:

The National Popular Assembly, a puppet party created by M. Laval and his fellow Quisings in Paris to carry through the policy of "collaboration" with Germany and generally to bring pressure on the Vichy Government, now has its storm troopers.

The appearance of this body, known as the National Popular Legion, coincides with the reorganisation by Admiral Darlan, the Vichy Vice Premier, of the Paris police on the Nazi lines.

Its supreme head is Eugene de Loncle, one of the organisers of the Cagoulards, or Hooded Men, who was sent to prison in 1937 after hidden stores of arms and ammunition had been found. He was released at the beginning of the war.

The reason given for the creation of the storm troopers is "defence of the party", but in practice they are more likely to be used for a march on Vichy if at any time the German demands should be refused.

Members must prove that they have four Aryan grand-parents and must submit to severe discipline.

DEVELOPMENT OF SINGAPORE BASE

To Meet Needs Of Allied Fleet

The Singapore correspondent of "The Times" cabled on June 10:

Vice-Admiral Sir Geoffrey Layton, Commander-in-Chief of the China station, broadcasting from Singapore declared that the naval base would be ready tomorrow to handle an Allied fleet. This fact had been taken into account in planning works of large dimensions which were at present in progress and materials from the United States were being used.

The war's progress in Europe, he added, had shown that the defence of sea and land bases against air attack was of primary importance and this aspect of the defences on the naval base had not been neglected. Recently men and guns from the United Kingdom had arrived to strengthen the defences of the base and preparations for the arrival of the Fleet Air Arm had been made. This arm would arrive immediately in the event of hostilities spreading to Malaya. Evidence of material assistance from the United States was seen in the fighter aircraft, such as Brewster Buffaloes medium and heavy bombers, that were daily flying in Singapore skies, while a wide variety of other essentials was pouring in from America under the Lease and Lend Act.

M. S. M. RAILWAY DISPUTE SETTLED

MADRAS, June 21.

As a result of representations made by the Union, an eight-year-old dispute between the M. and S. M. Railway and the Railway Employees Union has now been settled amicably with Mr. G. Krishnamurthi, M.L.A., the General Secretary of the Union being taken back in the Railway service in his former post, says Mr. S. Guruswami, General Secretary of the All-India Railway Federation, in a communication to the Press.

Mr. Krishnamurthi was removed from the Railway service in July, 1933, when he became the General Secretary of the Union.—A. P.

DAYLIGHT DACOITY IN GUNTUR VILLAGE

GUNTUR, June 20.

A daring daylight dacoity is reported from a village near Tenali in the interior of Guntur District on Monday last when a party of persons forcibly entered the village shops and carried away bags of rice, grains and clothes.

On receipt of information the Tenali Police rushed to the village and are stated to have recovered a portion of the looted property. Thirty-nine persons have so far been arrested in this connection.—A. P.

Late Mr. T. D'Silva

Mr. Tiburcio D'Silva, Cash Supervisor of the Bombay Port Trust Docks, died suddenly at his residence at Mahim on the 4th instant. Mr. D'Silva hailed from Chandor, Goa, and had put in about 30 years' service. Starting as a clerk in the Secretary's Department he rose to the responsible position he later occupied by sheer dint of hard and honest work

On several occasions he acted as Deputy Secretary and Deputy Docks Manager. His work in connection with the revision of the Docks' scale of rates which resulted in increased revenue earned him the appreciation of the Trustees.

He was 53 years of age and was to retire from service in 1943.

He leaves behind his wife and three children to mourn his loss.

UNITY LEAGUE IN KAPURTHALA

KAPURTHALA, June 19.

To promote communal harmony and mutual goodwill, a representative meeting of prominent citizens of all communities was held here last evening. Speeches were made stressing the need of bringing all communities closer to each other and further improving their relations. It was decided to form a Unity League. Mian Sardar Ali Khan and Chaudhri Nazir Ahmed were elected President and Secretary, respectively, of the League.—A. P.

KARACHI, June 21:—The "United Press" learns that the Congress Party in the Sind Legislative Assembly has decided to oppose the Government Bill to amend the present Assembly Members' Salaries and Allowances Act of 1938, with a view to increasing their emoluments to Rs. 150 from Rs. 75 per month, daily allowance during Assembly sessions to Rs. 7-8 from Rs. 2-8 per day and fare 1 1/2 times first class from double second class.—United Press.

Cyclone Havoc In Bengal And Its Aftermath

Need For Immediate Relief: Ramakrishna Mission's Appeal

Swami Sambuddhananda, President, Sri Ramakrishna Ashram, Khar, Bombay, writes:—

With a view to acquaint the public with the real distressed condition of the people of the cyclone afflicted areas in Bengal, I would like to place the following facts before the public which I have been supplied with by the workers of the Ramakrishna Mission relief camp at Barisal.

On Sunday the 25th May 1941, the cyclone started at late hours in the new moon night and continued for about eighteen hours with all its vehemence. The water of the river rose in different places 10 to 12 feet in height overflooding all the islands and even the subdivisional town of Bhola. 95 per cent of the houses in the cyclone afflicted area have been blown away the movable properties of the people have altogether been washed away, cattle and other domestic animals have been swept away and no trace of them could be found anywhere, except their carcasses which having been decomposed have given rise to the outbreak of epidemics in different quarters of the afflicted area, rendering them absolutely unfit for human habitation. The total number of deaths of men, women and children in Bhola Sub-division alone exceeds "ten thousand." The loss of human lives in the Northern quarters of Barisal District is also enormous.

Some of the afflicted areas is yet unapproachable. The cocoanut and betelnut trees by thousands, which form the paramount source of income of the local people, have been uprooted and washed off by the terrible currents of floods.

The few aforesaid words give in brief the horrible condition of the cyclone affected part of Bengal where the distress of the surviving people beggar all description. The Ramakrishna Mission have already started work by giving immediate relief to the absolutely helpless people of the cyclone stricken area and badly requires immediate sympathetic response from the general public to save the surviving souls of that part of Bengal.

We appeal, therefore, to the citizens of Bombay as well as the people of the province to contribute their quota and assure that any contribution however small, will be most thankfully acknowledged by the President or Secretary, Sri Ramakrishna Mission Ashram, Khar, Bombay, 21.

1,500 Railway Wagons Held Up

MADRAS, June 21

Now that the breaches on the west coast section of the South Indian Railway caused by the recent floods have been repaired and through running resumed, the railway authorities are faced with the problem of clearing the great congestion of goods traffic that has resulted from the dislocation.

It is stated that about 1,500 railway wagons were held up at various points and the sorting of consignments has become a difficult task. The Goods Department staff is stated to be now working day and night to deliver the consignments to the respective owners as early as possible.—A. P.

Monsoon Active In Malabar And Konkan

POONA, June 22.

The monsoon has been active along Malabar and South Konkan Coasts. There has been light rain local in Mysore and at a few stations in Assam, Bengal, Orissa, South Deccan and Southeast Madras.

The chief amounts of rainfall are:—Cochin 3 inches, Ratnagiri 2; Burdwan, Jalpaiguri one and half each, Khandala, Calicut one each, Hunavar, Trivandrum, Mahableshwar three quarters each.—A. P.

Mysore Govt.'s Attitude Deplored

Responsible Govt. Under Aegis Of Maharaja Is The Only Remedy, Says State Congress

MYSORE, (By Mail.)

The Working Committee of the Mysore Congress has issued the following statement to the Press:—

The Working Committee of the Mysore Congress has followed the recent political events in the State with grave concerns. Despite the utterly inadequate and in many respects retrograde character of the Reforms, the Mysore Congress decided to suspend Civil Disobedience and to contest the elections, mainly with a view to demonstrate the volume and strength of public opinion behind its demands and to consolidate its position in the State. It gave an opportunity to Government to restore peace and harmony in the public life of the country and to allay the discontent of the people.

The Mysore Congress swept the polls in the elections to the District Boards and in many of the Municipalities, especially in the cities of Mysore and Bangalore. Far from reading the signs aright and befriending the Congress the Government resorted to crush the Congress and its electioneering machinery. Now Government attempted to sabotage the Congress in the General Elections and how in spite of extreme official interference the Congress candidates have been returned in large number to the Legislatures is a matter of recent history.

With the advent of the new regime, it was hoped that the Government would even within the limited sphere open to them try to meet popular aspirations as far as possible and adopt a policy of befriending the Congress, which is the strongest and most dominant Political Party in the State.

HOPES BELIED

The Mysore Congress notes with the deepest regret that the Government have, however, continued to follow the same old policy of ignoring and of even trying to undermine the Mysore Congress by mustering anti-Congress elements and relying upon reactionary forces. The attitude of the Government as reflected in the nominations to the Legislatures, in the advice tendered to H. H. the Maharaja regarding the choice of non-official ministers and the President of the Legislative Council and generally in their utter disregard of public opinion has not only belied the hopes of the people and caused immense dissatisfaction and indignation among them but also confirmed the view widely held about the hollowness and illusory character of the Reforms.

The Government of His Highness proclaims its faith in democracy in words but denies it in practice, while, having regard to its constitution, it is in itself a negation of democracy. It is altogether out of tune with the times and its continuance as such will be a source of perpetual friction in the State.

WHAT IS NEEDED

The Working Committee feels constrained to observe that the people have no confidence in the present system of administration and that there can be no contentment or satisfaction in the country unless and until the present system of Government is changed and replaced by a system of Responsible Government under the aegis of His Highness the Maharaja.

The Working Committee desired to emphasize the need for a State-wide agitation in this behalf and suggests that the people should not only express their feelings and aspirations in unmistakable terms but must also acquire increasing strength and sanction in support of their demand by carrying out the constructive programme of work in a perfectly disciplined truthful and non-violent manner.

CONTROL OF ALUMINIUM

Provisions Of Govt. Order

SIMLA, June 20

The Aluminium Control order is published in the Gazette of India to-day. It, 'inter-alia', provides for the registration of manufacturers and dealers, submission of return of stock, supply of accounts and other information, and for inspection of premises.

The order lays down that "no person shall engage in any undertaking which involves the use of unmanufactured aluminium or unmanufactured aluminium alloy for the purpose of any manufacturing process except under and in accordance with a registration certificate in form, obtained from the Central Government in the Commerce Department.

The Registration Certificate granted by the Central Government may specify the amount of unmanufactured aluminium or unmanufactured alloy which may be used monthly in manufacturing processes by a person holding the registration certificate: (b) The description of the aluminium products which may be manufactured by a person holding the registration certificate and (c) The place or places at which any premises of the person holding the registration certificate shall be located.—A.P.

Excess Profits Double Taxation Rules

SIMLA, June 20.

The Excess Profits Double Taxation (India and the United Kingdom) Rules are published in the "Gazette of India" to-day. They provide for the granting of relief in cases where in respect of any profits of any business excess profits tax has been paid under that Act and Excess Profits Tax has been paid, or, if there were no national defence contribution would have been paid under the law in force in the United Kingdom.—A. P.

Hitting Hard Consumers & Small Industries

LEVY OF 5 P.C. SURCHARGE BY SURAT ELECTRIC CO. RESENTED.

(From A Correspondent.)

SURAT, June 19.

By a recent notice, the Surat Electricity Co., Ltd., has levied a surcharge of 5 per cent on the consumers of the electricity in this City. There is a city-wide agitation and discontent against the Company's action. The Surat Chamber of Commerce has taken up this problem and appointed a special Electricity Committee to launch a protest against the Company's action.

The Electricity Committee of the Chamber met Mr. S. J. W. Baldwin and Mr. Brown, the Company's repersentatives, to discuss the matter on 16th inst. in the Chamber's office room when representatives of the Nagarik Mandal and the Gold Thread Industry Association and the Surat Weaving Association, were also present. The members of the Electricity Committee and representatives of other associations explained to Mr. Baldwin that the 5 per cent surcharge hit hard the domestic consumers and the local small-scale industry, and pressed on him to tap other avenues to make good the loss accruing owing to recent rise in prices of the liquid fuel.

A number of other grievances were also ventillated. Mr. Baldwin heard the members patiently for over two hours and promised to convey the viewpoint of the Chamber to the Company's Managing Agents.

Dacca Inquiry

CALCUTTA, June 19

The total number of persons arrested up to May 31, in connection with the riots in the city of Dacca and in the villages in Narayanganj sub-division is 1,690 according to the statement of facts submitted by the Government before the Enquiry Committee. The total number of persons released on bail comes up to 399. 130 persons have not executed bail bonds, though bail orders have been passed in their favour. The statement of facts submitted by Mr Sarat Chandra Bose on behalf of the Bengal Provincial Congress Committee before the Enquiry Committee, runs to about 50 closely-typed foolscap sheets, while that of the Muslim League to 60. The Hindu Mahasabha has submitted a printed statement of facts covering 20 pages.

The number of witnesses who will appear before the Enquiry Committee on behalf of the different parties, including the Government it is reported, will be 500.—Orient Press of India.

MORAL RE-ARMAMENT

Dr. Buchman's Message

In a birthday message issued on his sixty-third birthday and also the third anniversary of Moral Re-Armament initiated in East London in 1938, Dr. Frank N. D. Buchman stated:

"The aim of Moral Re-Armament is a strong nation fortified against attack from within or without. It is a national necessity. The message of M.R.A. is simple, non-partisan, undenominational, non-sectarian and non-political. It creates the qualities that make democracy function. It gives to every man the inner discipline he needs and the inner liberty he desires. It gives new dignity to labour. It restores confidence to business and removes the costly overhead charge of fear. It brings to the support of Government the responsible initiative of every citizen. M.R.A. aims to evoke, encourage and combine the moral and spiritual responsibility of individuals for their immediate sphere of action. It builds for democracy an unshakable framework of actively selfless and self giving citizens whose determination to bring unity cannot be altered by any reckoning of personal advantage and who know how to pass on to others their panic-proof experience of the guidance of God. Those working with M.R.A. have volunteered for this far-reaching patriotic service, some of them ever since the last war. They possess special training which they are giving to the nation gladly, freely and not without sacrifice. These men are true fighters—patriots who have been fighting daily over a long period to bring this needed boon to our nation at a time when hostility piles up between nation and nation, labour and capital, class and class. They are out to break the bottle-neck of confusion and division. In the words of the Honourable William Bankhead, former speaker of the House of Representatives in a nation-wide broadcast on the effects of Moral Re-Armament: "A new type of citizen has emerged who puts country before self, who is making the task of Government easier and giving fresh dignity to the word 'patriot'."

In several of the many cities where celebrations are being held, the day has been specially designated 'you can Defend America' Day. Citizens have been urged to partake in the widespread distribution of the new defence handbook "You Can Defend America," prepared in collaboration with General Parshing and now available across the nation. This booklet according to Dr. Buchman, presents the heart of the M.R.A. message. During the past year workers for M.R.A. have been furthering this programme—Sound Homes, Teamwork in Industry, and National Unity.

Of their efforts Senator Harry Truman of Missouri, the Chairman of the Senate Committee for the investigation of the national defence programme stated:

"I have felt fresh certainty concerning the safety and security of America on account of the evidence everywhere I go of the spread of Moral Re-Armament. This spirit of true patriotism is solving the internal discord that threatens our national life more seriously than any foreign power."

Charles Edison as Secretary of the United States Navy declared. "Moral Re-Armament shares equally in importance with material re-armament in these critical days as always."

"Moral Re-Armament—an effective morale builder."

ANTI-SUBMARINE DEVICE UNDER DEVELOPMENT

American Inventor's Statement

"The Times" New York Correspondent cables:—

Mr. Charles F Kettering, the eminent inventor, who is the Chairman of the Research Division of General Motors, told a group of returned American war correspondents that a device was under development and would be completed "within a reasonable time" which would drive the German submarines from the sea. "We have been working with the navy for six years", he said referring to his Research Division "It is not going to be too hard to beat the submarines." He also said that the problem of interception of night bombers was "being licked now" in England by detection devices "in production."

Mr Kettering would not indicate what the anti-submarine device was except hint that it was something which would locate submarines on the surface when they came up at night to recharge their batteries."

Rationing Of Clothes

BY OSWALD DUTCH

Clothes and shoes have not been rationed in England because of any lack of raw materials or low stocks. One of the main reasons for this remarkable measure has been announced officially by the Board of Trade—to ensure a more equal distribution. There are also two further equally important reasons though not stated officially. First, the rationing of clothes will present the best and most intensive means of cutting down luxury expenditure. Second, the new scheme will enable exact estimates to be made of the quantities of raw materials required, making possible in its turn a more rational utilisation of shipping space.

The announcement came as a complete surprise to the public—the consumer and retailer alike—because everyone knows that there is no shortage in clothes or shoes. Shop counters and shelves have been filled with goods of a quality just good as in peacetime. True, the prices of textile goods have risen since the war, but chain stores such as 50-shilling tailors are still selling excellent suits for 65s. and 75s., and there is the widest range for women's spring clothes between 12s. and 20s.

There has thus been great temptation for the public to spend part of their increased wartime incomes in buying new clothes. Indeed the suggestion for clothes rationing was put forward a year ago with a view to reducing the expenditure on luxuries. At that time, however, with the continued existence of almost 1,500,000 unemployed restrictions on the sale of textile goods would have meant numbers of textile workers losing their jobs without the possibility of reabsorption in war industries.

To-day the situation has fundamentally changed. The textile workers now being released are urgently needed in war industries.

The measure will thus have four beneficial results:

(1) It will still further curtail the spending of money by the general public and thus prevent additional money from having an inflationary effect.

(2) It will release workers from textile for war industries.

(3) It will mean a saving in shipping space.

(4) It will result in greater fairness in the distribution of newly rationed goods.

The scheme will certainly impose inconveniences, but remember that until now there have been no limitations to the purchases of clothes or shoes. Thus at present the wardrobe of the average Englishman is better stocked than it has ever been.

The anti-inflationary influence of Mr. Keynes's theories is clearly discernible in this Government measure The new budget (compulsory savings by taxation), the savings campaign and, finally, the cutting down of luxury expenditure, all clearly show a tendency to absorb as much money as possible to combat the inflationary effects of increased war incomes. So far all these measures have met with astonishing success. This is revealed not only by the increased budget revenue and the decrease in luxury imports but also by the growing volume of savings.

The final figures for London's War Weapons Week are now £124,000,000 and during the last week of May the weekly total of subscriptions from small and the smallest savers has exceeded £20,000,000, the highest amount yet reached in the savings campaign

The large receipts from savings are more easily understood whom one consider how greatly the rationing and curtailment of luxury supplies and the natural disinclination of the people to spend unnecessarily in wartime influences the weekly budget of the individual household. The "Economist" has drawn up a table of actual expenses of an average working class family of 3.75 persons. This survey based on data published by the Ministry of Labour Gazette, shows how spending is affected by rationing. (Clothes rationing is not considered and allowance should, therefore, be made for the fact that the new restrictions will result in a little more than half the amount previously allocated to clothes and shoes being spent in future.)

According to the "Economist" the weekly consumption, of an average family of 3.75 persons during October, 1937, and January, April and July, 1938, amounted to £1-1-11-1/4 In March, 1941, the maximum consumption for the same family amounted to only £1-17-7½- due to the rationing of foodstuffs—a decrease of 19.6 per cent. In this case rationing applied only to meat, bacon, ham, butter, margarine, cheese, tea and sugar. A number of other foodstuffs—above all, bread, flour, potatoes and milk are not yet rationed; so expenditure on these items could have been much greater. Yet the only real rise is for potatoes (approximately 15 per cent) and milk (approximately 60 per cent.) Since the price of bread and flour is actually lower than three years ago, such increase in the expenditure on it as occurred can have increased very little

Taking the general average, the prices of foodstuffs have risen by some 25 per cent, since the beginning of the war Yet an average household is spending almost 20 per cent less on food than in peacetime The logical conclusion is that where (as is commonly the case) the family income has considerably increased, there must be a large amount available for savings The individual is simply unable to spend more than a definite sum each month on his daily needs.

NAPOLEON'S DOOM WILL BE HITLER'S

(Continued from page 1).

of units of the Red Army on the western German frontier.

A LIE AND A PROVOCATION

In answer to this I declared in the name of the Government of the U.S.S.R. that until the last minute the German Government had made no representation to the Soviet Government. Germany decided to attack the Soviet Union in spite of the peaceful attitude of the Soviet Union and because of this very fact Fascist Germany becomes aggressor.

By the desire of the Soviet Government, I have also to announce that at not a single point have our air force allowed any frontier to be violated and because of that allegation of the Rumanian radio that the Soviet air force raided the Rumanian aerodromes as nothing but a lie and a provocation. In the same way the whole of Hitler's declaration published to-day is nothing but a provocation.

BEAT BACK THE INVASION

Now when this attack on the Soviet Union has taken place the Soviet Government has given our forces the following order:

Beat back the invasion and do not allow the enemy forces to hold any territory of our country. This war has been forced upon us, not by the German people, not by the German workers or the intelligentsia whose problms we thoroughly understand, but by a clique of blood-thirsty Fascist leaders of Germany, who have oppressed the French, the Czechs, the Poles, the Serbs, the Norwegians the Belgians, the Danes, the Dutch, the Greeks and other Nations.

HITLER WILL MEET WITH NAPOLEON'S DOOM

The Government of the Soviet Union are firmly convinced that our gallant army and navy supported by the Soviet air force will honourably fulfill their duties to the Soviet people and will deal a complete blow to the aggressor This is not the first time that our country has had to deal with an arrogant invading foe. When Napoleon invaded Russia our country answered with a nationalist war and Napoleon was beaten and met his doom. The same thing will happen to the arrogant Hitler who has started a new attack on our country.

WE WILL WAGE VICTORIOUS WAR

The Red Army and the whole country will once again wage a victorious war for the nation's honour and liberty. The Government of the Soviet Union are convinced that the whole population of our country, all workers, peasants and the intelligentsia, men and women, will act with complete understanding of their duties and work. All our people must be united as never before Everyone of us must demand from himself and from others discipline, organisation, the self-sacrifice worthy of the true Soviet Patriot, in order to fulfill all needs of the Red Army, fleet and the air force to guarantee victory over the enemy. The Government relies upon all citizens, men and women of the Soviet Union".—Reuter.

BENGAL MINISTER'S NARROW ESCAPE

DARJEELING, June 22.

The Hon. Mr. Tamizuddin Khan, Minister for Agriculture and industries, Bengal, had a narrow escape this morning when he was coming here from Siliguri in a motor car.

It is stated that the car, while negotiating a bend, about twelve miles from Siliguri, swerved and one of its doors flew open and the Minister was thrown out on the road from the running car. He, however, escaped with superficial body injuries.—A. P.

KARACHI: Fresh taxation to finance the city A.R.P. schemes is proposed to be imposed by the Karachi Municipal Corporation. This announcement followed an interview the Mayor Mr. M H Gazdar, Chairman of the All-Party Civic Protection Committee, had with the Premier, Khan Bahadur Allaha Baksh on Friday morning.

He Is The President Even In Jail!

Though Ill, Maulana Azad Remains Cheerful

("Chronicle" Special)

It was a small enclosure, circular in shape, which gave considerable embarrassment to Pandit Jawaharlal Nehru. Strange noises emanated from the neighbourhood. The enclosure was far away and the voices were indistinct. The distinguished prisoner at times felt as if he was on the verge of a forest and the peasantry were shouting to keep wild animal away from their fields; sometimes it seemed to be the forest itself and the beasts of the night were keeping their nocturnal chorus.

But the voices were those of convict overseers, who guarded the main wall and those of night watchmen in the barracks continually counting away the prisoners under their charge

HOUSE FOR DOGS

It was the Naini Central Prison, one of the biggest prisons in the United Provinces. Pandit Jawaharlal Nehru was the only prisoner in the enclosure for nearly a month in 1930. Then came in the same enclosure Narmada Prasad Singh, Pandit Motilal Nehru and Dr. Syed Mahmud.

In 1940-41 there were other prisoners in the same enclosure with four cells. Maulana Abul Kalam Azad, Dr. Katju, ex-Minister of Justice of U.P. and Dr. Hussain Zaheer, a Professor of the Lucknow University. Mr. Ali Bahadur Khan, a Bombay M.L.A., and President of the Bombay Majlis-a-Ahrar, has just returned to Bombay from the same enclosure, with jail experience fresh in his memory.

In an interview with a reporter of the "Bombay Chronicle", Mr. Ali Bahadur Khan recalled his jail life in that barrack which used to be called the "Kutteghar" Political prisoners subsequently replaced the criminals in that dark barrack.

The Congress Ministry had done much to take the sting out of the dismal and hopelessly wretched life. There is now an outer wall and if the prisoners kept to it as they did in their morning "outings", it would cover over a mile and would give good exercise.

A CAT AND TWO KITTENS

One of the stories related by Mr. Ali Bahadur Khan related to a cat which delivered two kittens a month ago. The kittens were reared with great interest and affection by Dr. Katju. The kittens intermittently mewed, frisked about or rolled on the floor and gave additional work to the jaded prisoners. Dr. Hussein Zaheer immensely disliked them for being a late sleeper and studious by nature, he could not put up with continuous noise by his side and the nuisance they created But Dr. Katju could not easily part with them.

Maulana Abul Kalam Azad, although he did not dislike their company, respected his colleague's wishes and asked Mr. Pallwal, President of the U. P. Congress Committee and a member of the Central Assembly, to take the mother and the two kittens to the next enclosure. "You see the kittens are spotlessly black and they will bring good fortune", he added smilingly.

CATS WOULD NOT LEARN

They were taken away and Dr. Zaheer settled down to work with great relief and under the dim lights. But at midnight the lady would return with the two youngsters and they heralded their arrival rather noisily which upset the Professor, who would kick up a row and rouse others from their slumber and all would make concerted efforts to keep away the night intruders. But they found that the mother and the children would never learn any lessons and they showed immense dislike to change their spot.

"But the most lively hour of the day", Mr. Ali Bahadur Khan stated, "was the tea-time in the morning at about 7-30 when chairs and table would be dragged and tea was served". They would all sit round the table, the Congress President presiding The Maulana Saheb used to be in the best of form as the Master of Ceremonies. The day's news would be read and discussed They got most of India's daily English newspapers and some Urdu and Hindi papers. Maulana Abul Kalam Azad's profound and learned dissertations were always listened to with rapt attention

POLITICAL DISCUSSIONS

At times political controversy would rage with heat and dust. But when the discussions seemed interminable, the Maulana would intervene and his decision used to be accepted with respect and without demur and all controversy would come to a close and serious and silent reasoning would give place to excited shouting

The Congress President daily consumed a lot of tea which used to be followed by a large quantity of cigarettes. During the winter days he would get up early at 4-00, when even birds in the nests were still perching and it was still dark. He would take a brisk walk round the outer wall after taking a cup of tea. Unlike the two doctors, who were late sleepers and later risers. Mr. Ali Bahadur Khan was an early riser as he used to go to bed early. He would, therefore, accompany the Maulana during his morning walks.

On return, they would sit in the garden for some time and get in for tea and generally minister to the needs of the Maulana. It was during this period that the Congress President gave finishing touches to his commentary on the Quaran. All of them also looked forward to the evening tea. They would go near the entrance of the enclosure and gaze at the panoramic view and feast on Nature's blessings.

INTERVIEWS.

The Maulana also eagerly waited for the periodical interviews which relieved a lot of gaol monotony. At first the Jail Superintendent or other officials used to be present at those interviews. The Maulana was irritated and annoyed, when one of them started taking notes during one of the interviews. He told the official that he would thenceforward stop all interviews if the note-book and pencil were used. This threat had a salutary effect.

The prisoners in the jail participated in games like badminton and Volley Ball chess was also common in the Maulana's enclosure and the Maulana used to take part in the game on some occasions. Mr. Ali Bahadur Khan mostly used to win the laurels. But once Dr. Katju, who is also a great chess-player, beat the Bombay, M.L.A. who was regarded as the champion player. At this there was great joy in the camp. The services of Surendra Bahadur Singh, a talukdar of Simri, who was also a Satyagrahi were requisitioned by the Maulana. Mr. Singh was the jail's walking editor without a newspaper. If any publicity on any matter was required in the jail, the editor would oblige by going round.

MAULANA'S ILLNESS.

But about three months ago, the Maulana showed signs of sciatica and eye-trouble. Both these troubles developed and there was a vigorous agitation in the enclosure to see that the Congress President was removed to a jail in a cooler and hilly place. The inmates missed his profound and interesting talks and anecdotes, as the Maulana could not participate in the discussions or give decisions as before.

The heat also showed no signs of abatement. But the Maulana would not complain and asked: "What else can you expect in a jail?" and put an end to all criticisms of the authorities.

Slowly the cool, refreshing monsoon winds began to blow. The trees gently swayed in the wind and the monsoon showers fell fast and frequently.

But the Maulana's troubles showed no signs of disappearance. The change in climate brought little remedy and less solace to the inmates. The Maulana plodded on smilingly and without grumbling. The jail's inmates felt ill at ease and a black pall seemed to hang over them. "When will the authorities act and act promptly?" they asked.

Civilisation Of Ants And Men

(From A Correspondent.)

Addressing the Bombay Rotary Club on "The Social Life of Men and Ants" Mr. S. H. Prater said that in the social life of ants one found strange analogies to human society. The evolutionary progress of ants was similar to man's progress to civilisation. Ants like men had passed from the hunting to the pastoral stage of existence and from the pastoral to an agricultural stage.

After tracing the establishment of ant communities the lecturer showed how both in human and ant communities there was a rigid caste system founded on a division of labour. Insect societies were established on the most ideal communistic principles. Each individual had its definite duty to perform, each received its share of the community's products, each became a cog in the communal machine whose efficiency was nature's sole objective. Man was experimenting with systems of Government based on similar principles where the efficiency of the State was all that mattered, the individual did not count. In human society over-production and over-accumulation led to the need for securing wider markets for exploitation, a problem which man solved by war and conquest. Besides the accumulation of material products, human society from generation to generation accumulated manners, customs, prejudices and beliefs.

Rotarian G. R Paranjpe moved a vote of thanks.

METRO
DAILY AT 3-30-6-30-10 P.M.
TELEPHONE 31045

No. 6 THE BOOKS OF WHISPERING
Dr. KILDARE'S Crisis
with Lew AYRES • Lionel BARRYMORE
Laraine DAY • And the Guest Star Robert YOUNG
Metro-Goldwyn-Mayer PICTURE

EXCELSIOR
4, 6-30 & 10 P. M.

MUSIC, HUMOUR, ROMANCE, are all there in National Studios'

Laugh-lined comedy
ASRA
STARRING:
SARDAR AKHTAR
Directed by
LALITCHANDRA MEHTA
AND
CHIMANKANT GANDHI
SUPERVISION: MEHBOOB.
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1, 4 & 7 P.M.
Special Timings

CAPITOL at 4, 6-30 & 10 p.m.

Also latest WAR NEWS

REGAL
Daily at 4, 6-30 & 10 P.M.

See the Sinking of "BISMARK" in latest war news

Bombay & Suburbs

LOCAL ENGAGEMENTS

To-day

Hindu: Jeth Vad 14, 1997
Muslim: Jamadi-ul-Avval 27, 1360
Parsi: Dehe 22, 1310
Hightide: 11-40, 23-8
Lowtide: 4-36; 17-28
Sunrise: 6h. 3m.
Sunset: 7h. 19m.

SAFETY FIRST ASSOCIATION OF INDIA—Lecture on "Spotting and Incendiary Bombs" by Mr. M. D'Lima in the conference hall, Electric House, to-day Monday, at 6-15 p.m. Open to Air Raid Wardens and all interested in Civil Defence.

KARNATAK FRIENDS' UNION—Mr. K. R. Bolar writes:—In aid of the South Kanara Storm Relief Fund, organised by the Karnatak Friends' Union, For Bombay, a Variety Entertainment will be held shortly under the auspices of the said Union. The date and place will be announced later. The Bombay Public and the Kanarites in particular are earnestly requested to help the storm-stricken. Donations would be accepted by the treasurer of the fund M. Ishwar Metro Photo Studio, Guido Bldg., Hornby Road, Bombay.

ADULT EDUCATION—The Monsoon Adult Education Extension Classes of the Bombay Presidency Adult Education Association begin on June 30. They will be held at the University, South Wing, St. Xavier's College, Wilson College and Anjuman-I-Islam High School. The subjects are Language Courses, German, Italian, French, Spanish, Greek, Hindustani in both scripts, Persian, Marathi, Gujarati, Kant, History of Indian Philosophy, Economics, Political Theory, Terminal Courses, The Short Story, The Older Drama and Its Development, Urdu Literature, Psychology in Everyday Life, Child Psychology and Librarianship, Special Courses, Radio Communication, Radio Servicing, Pictorial Photography. Further information can be had from the Association, Cama Institute, Museum East, Bombay 1.

KURLA ANGLO-URDU SCHOOL—Applications are invited by students for standards IV and V for the Anglo-Urdu School Kurla. Fees and books are given free by the Society. Application may be sent to the Secretary, The Kurla Muslim Students' Aid Society, Kurla.

Churchill's Broadcast To-day

The Bombay station of the All India Radio will broadcast an electrical record of the speech of Premier Churchill at 8-25 a.m., to-day Monday on 244 and 41.4 metres.

AMUSEMENTS OF THE DAY

CAPITOL—"Santa Fe Trail" Daily at 4, 6-30 and 10 p.m.
REGAL—"Nice Girl" Daily at 4, 6-30 and 10 p.m.
METRO—"Dr. Kildare's Crisis" Daily at 3-30, 6-30 and 10 p.m.
EXCELSIOR—"Meet the Wild Cat" Daily at 4, 6-30 and 10 p.m.
NEW EMPIRE—"Arizona" Daily at 4, 6-30 and 10 p.m.
PALACE—"The Letter" Daily at 4, 6-30 and 10 p.m.
PATHE—"Asra" Daily at 1, 4 and 7 p.m.
ROXY—"Naya Sansar" Daily at 3-30, 6-45 and 10 p.m.
WEST END—"Charano-Ki-Dasi" Daily at 1-30, 4 and 7 p.m.
MINERVA—"Lagan" Daily at 1-15, 4 and 7 p.m.
KRISHNA—"Khazanchi" Daily at 1, 4 and 7 p.m.
HINDMATA—"Woman" Daily at 4-30, 7 and 10 p.m
CHITRA—"Vachan" Daily at 4, 6-45 and 9-45 p.m.
CENTRAL—"Amrit" Daily at 1, 4 and 7 p.m.
MAJESTIC—"Narad-Naradi" Daily at 1, 4 and 7 p.m.
IMPERIAL—"Manthan" Daily at 1, 4 and 7 p.m.

Bombay War Gifts Fund

Amount previously acknowledged: Rs. 60,55,824/15/11.

For the R.A.F.: Rs. 113 through the Collector of Thana, Thana District. Rs. 91/8 the members of the Radio and Cable Recreation Club (monthly) Rs. 90 the employees of the Century Spg. and Mfg. Co., Ltd. (monthly). Rs. 87/12 the staff of Messrs. Triangular Motors Ltd. (monthly). Rs. 77 through the Sub Treasury Officer, Palghar, Thana District. Rs. 68 through the Huzur Mamlatdar and Hon. Treasurer, Bombay War Gifts Fund, Bijapur.

For Armoured Carriers for Indian Army: Rs. 112 through the Collector of Thana, Thana District. Rs. 90 the employees of the Century Spg. and Mfg Co. Ltd. (monthly). Rs. 77 through the Sub-Treasury Officer, Palghar, Thana District. Rs. 67/8 through the Huzur Mamlatdar and Hon. Treasurer, Bombay War Gifts Fund, Bijapur.

Monthly donations received through the Bombay House War Effort Committee, as under: Rs. 5,536/12 the Directors, Officers and staff of all Tata Concerns in Bombay, earmarked as under: Rs. 2,506 for the R.A.F., Rs. 2,505/12 for Armoured Carriers for the Indian Army. Rs. 515 for the Lord Mayor's Relief Fund. Rs. 10 for the Bombay Red Cross and Amenities for Troops Fund.

Grand Total on Saturday: Rs. 60,62,275-13/11.

Anandilal Podar Memorial Fund

At the Sheriff's meeting held at Sir Cawasji Jahangir Hall on the 19th September 1940 to commemorate the memory of the late Seth Anandilal Podar, it was suggested that a memorial should also be erected to perpetuate the memory of the deceased.

In pursuance of the said suggestion, a meeting of the friends and admirers of the late Seth Anandilal Podar was held at the Board Room of the Native Share and Stock Brokers' Association on Thursday the 20th February 1941, when Mr B N Karanjia was voted to the chair and it was resolved that a full size Bronze Statue be erected at a suitable place in the City and a Committee of certain gentlemen was appointed to raise funds for the above purpose and to secure a suitable site, etc.

A sum of Rs. 7,605 has been so far subscribed towards Seth Anandilal Podar Memorial Fund as under:

Sir Purushotamdas Thakordas Rs. 500; Sir Maneckji Dadabhai Rs. 500; Seth Juharmal Sarupchand Rs. 500; Seth Hemraj Anandilal Rs. 500; Seth Harjivandas Gordhandas Rs. 501; Messrs. Birla Brothers Ltd. Rs. 500; Messrs. Bawa Parduman Singh and Sons Rs. 501; Messrs. Haji Jiva Haji Khamisa and Co. Rs. 501; Messrs. Devkaran Nanjee Rs. 251; Messrs Vadilal Shantilal Rs. 250; Messrs. Shri Ramkrishna Stores Rs. 250; Messrs. Kantilal and Co. Rs. 250; Messrs. Choonilal Manilal Ltd. Rs. 250; Messrs. M. Sidique and Co. Rs. 150; Messrs Rattan and Co. Ltd. Rs. 100; Seth Dhanji Devsey Rs. 500; Messrs. Khandwalia and Co Rs. 250; Messrs. Ratansi Gopalji Rs. 250; Messrs. Pokardas Meghraj Rs. 500; Messrs. Toyo Menka Kaisha Ltd. Rs. 200; Messrs. Mitsui Bishan Kaisha Ltd. Rs 200; and Mr. Kakalhai B. Vakil Rs. 201.

Price Of Petrol And Kerosene

SIMLA, June 21.

The petrol price conference between the representatives of the Commerce Department and those of oil interests concluded to-day.

The Government's decision with regard to price of petrol and kerosene is expected to be announced soon.—A. P.

BANGALORE RACES

Handicaps For Wednesday

BANGALORE, June 22.

Following are handicap for Bangalore races third day to be run on Wednesday the 25th June:—

Grant Plate. Distance 7 furlongs:—Gone With The Wind 9/4 Weavers Road 9/4 Highland Sprig 9/0 I Will 8/13 Metat 8/10 Remember 8/5 Mad Hatter 8/4 Sundial 8/2 Knight Jill 8/0 Most Charming 7/12 Marina 7/10 Tetrado 7/10 Lovely Joan 7/9 Jason 7/2.

R. C. T. C. Cup. Distance 1 mile 3 furlongs:—Winged Tiger 9/7 Macabre 9/2 Footslogger 8/13 Pyrogene 8/13 Lahore 8/12 Gaul 8/12 Test Match 8/11 None So Gay 8/8 Flambeau 8/8 Apparel 8/2 Valley Mount 8/0 Hurry Acruss 7/10 Shahenshah 7/9 Ajax 7/8 Citron Bay 7/7 Bay Lad 7/5 Mellowpore 7/5 Cottage Spinner 7/0 Convent Bell 7/0.

Ascot Plate. Distance 6 furlongs:—Night Vixen 9/7 Haut Ton 9/0 Nanice 8/11 Highland 8/11 Why Na 8/9 Three Threes 8/9 Behendie 8/7 Royal Talent 8/7 School Squad 8/6 Bright Story 8/2 Quite True 8/2 C. P. 8/1 Pooh Rear 8/1 Alan A Dale 8/1 Silver Armour 7/12 Lucky Lizzie 7/11 Anita 7/10 Snowy 7/8 Acquafortis 7/4 Quarley Hill 7/0 Imprint 7/0 Subu 7/0 Billy Moon 7/0.

Renala Plate. Distance 1 Mile:—Eager Tit 9/4 Star of Baroda 8/11 Wet Night 8/1 Master Mckinley 7/11 Catalan 7/10 Sunny Sam 7/4 Palock 7/0.

Kunigal Plate. Distance 6 furlongs:—Maremgo 9/4 Sherie 9/3 Tyrant 9/1 Barballini 8/9 Mountain Daisi 8/7 Formosa 8/6 Rose of Dewas 8/4 Rose Apple 8/3 Reporter 8/2 Discard 8/2 Baltoi 8/2 Belop 7/12 Golden Apple 7/9 Sit Fast 7/4 Solar Myth 7/0.

Empire Plate. 1 Mile:—Dahman Fadhil 9/4 Gazal 9/4 Qudum Al Khair 8/13 Haisan 8/13 Attaf Beg 8/12 Astafer Allah 8/11 Gaurishanker 8/10 Sheig Shallal 8/9 Hashim 8/9 Fahad Pasha 8/8 Adwan Al Mulug 8/2 Shanta Claus 8/2 Mushtaq Naim 8/0 Romantic Prince 8/0 Red Cross 7/12 Asad 7/11 Hafiz 7/9 Arab King 7/5 Al Muqbil 7/2.

Basra Plate. Division I Distance 7 furlongs:—Al Munjid 9/4 Saidan 9/4 Canter 9/0 Qadal Furat 8/13 Maadin Amer 8/12 Moonstone 8/12 Tharawath 8/10 Zamil Al Iraq 8/8 Gallant Boy 8/7 Muwafar 8/6 Fil Fil 8/5 Saglawi Faleh 8/3 Desert Prince 8/0 Dahman Salih 7/8 Hatim Al Iraq 7/8 Great Mogul 7/7 Sea King 7/5 Silver Jubilee 7/0.

Basar Plate. Division II Distance 7 furlongs:—Saif Bahadur 9/4 Mohsin Saud 9/3 Black Hazard 9/0 Kuhailan Anwah 8/9 Shamsoonder 8/8 Prescot 8/8 Natiq Al Iraq 8/7 Brave Boy 8/4 Kowkab Suhail 8/3 Dagastan 7/10 Salman Al Zaman 7/9 Alrabi 7/8 Khalil 7/3 Tair Al Zaman 7/2 Kaitan 7/1 Daronet 7/0 Muqbil Al Muluk 7/0.

Empire Marathon

LONDON, June 22.

G. A. Humphrens of London won the Empire Marathon in three hours 12 minutes 36 seconds. There was a large services' representation but the most successful was J. Bell of the Royal Airforce who was third in three hours 30 minutes 37 two/fifth seconds.—Reuter.

Harwood League Football

Y.M.C.A. Maintain Their Unbeaten Record

B. B. & C. I. Railway Go Down Fighting

Maintaining their usual sparkling form, the Y. M. C. A. beat the B. B. and C. I. Railway by three goals to one in the First Division of the Harwood League on the Cooperage this evening before an excellent crowd of soccer fans.

The Y. M. C. A. have thus far kept up an unbeaten record in the League, and they should make good progress on the present form. Bhim Rao and Balan have showed improvement on every event, and until the rains begin in right earnest in the City, they should prove a devastating as ever.

The Railway played an improved game, in fact they took the lead in the second minute after the start, but as the game progressed, it was quite evident that they would be unable to check the barefooted attack of their opponents. Speed was the chief factor which helped the Y. M. C. A. to win over the Railway, but in the other department, the Railway were as good as their opponents.

THE GAME

The Railway made a good start, taking the lead in the very second minute through Bull off a pass from Woodcock. This came as a surprise to the Y. M. C. A. who had scarcely settled down, nonetheless, their attack moved up with great speed thereafter and Bhim Rao would have equalised eight minutes later, but Wright in the Railway goal effected a great save. The Y. M. C. A. were not to be descouraged by this, however, and Bhim Rao put his side on terms in the twenty-third minute with a well placed shot.

The Railway swarmed the Y M. C. A. goal after this and on one occasion McHugh struck the bar. The Y. M. C. A., too, had some scoring chances, but the teams retired on level terms at the interval.

Y. M. C. A. LEAD

On resumption, the Y. M. C. A. grew more aggressive, and with the attack composed mostly of barefooted players, added two goals through Balan and Bhim Rao before the game was ten minutes old. The Railway showed signs of collapse after this set back, and the Y. M. C. A. taking advantage of this attacked relentlessly. The Railway defence had a most anxious time during this spell, but they made every possible attempt to avoid a big score. Wright, too, brought off some very good saves in the Railway goal.

The last ten minutes saw a hectic battle between the rival forwards, and the Y. M. C. A. were most lucky in this respect not to concede any goal, this being chiefly due to some smart work by Cohen in the Y. M. C. A. goal

The teams were:—

Y. M. C. A.:—Cohen; Alexander and Suvarna; Ramnath, Thompson and Jayaramanan; Jesudian Bhim Rao, Balan, Murthy and Ramakrishnan.

B. B. & C. I. RLY.:—Wright; Alexander and Nash; Ferreira, D'Mello, and Bull; L. Woodcock; S Woodcock, McHugh, D'Sales and Fernandes.

Referee:—N. L. Banerjee.

To-day's Match

Bombay City Police vs South Kanara 5-50 p.m.

ARMOURED CARRIERS FOR INDIAN ARMY

Provision From Bombay War Gifts Fund

The Chairman, Bombay War Gifts Fund has forwarded to the Viceroy's War Purposes Fund a sum of Rs. 4 lakhs for the provision of armoured carriers for the Indian army and a sum of Rs. 1 lakh for the relief of the families of Indian Fighting forces.

His Excellency has expressed his warm appreciation of the gift, and it is hoped soon to announce how the money has been utilised.

A remittance of £25,000 has also been made to the Ministry of Aircraft Production for the purchase of fighters. This is in addition to the £100,000 remitted sometime ago.

KARACHI, June 21.—The United Press learns that the Allahbux Ministry is bringing a Bill before the Assembly transferring the control of supervisors of schools to local bodies from the Government.—United Press.

Harijan Satyagrahi Dies In Hospital

SEQUEL TO CHOLERA ATTACK WHILE UNDER REMAND

NELLORE, June 21.

Mr. Damarapu Marianna, a Harijan Satyagrahi, who was kept in remand, died in the Government Headquarters Hospital, Nellore.

CHOLERA ATTACK IN SUB-JAIL

Mr. Marianna was arrested for offering Satyagraha on the 9th instant and remanded in the local special sub-jail. It is stated that he had an attack of cholera on June 18 and was removed to hospital, where he died.

His body was handed over to his relatives. The funeral was attended by a large number of Congressmen.—A. P.

AGRA JAIL INCIDENT Pt. Malaviya Asks For Enquiry

BENARES, June 22.

In a telegram to the Governor of the United Provinces Pandit Madan Mohan Malaviya requests the Government to institute an enquiry, into the Agra jail incident and suggests that his Excellency's Government should make it clear that until detenus are tried and convicted they should not be treated as criminals and should enjoy the privileges that detenus enjoyed before the new rules came into force.—A. P.

Four Congress Workers Jailed

CALCUTTA, June 21.

Four Congress workers, namely Santi Mohan Roy, Sisir Kumar Roy, Joy Chandra Kar, and Makhan Lall Ghose, have been sentenced to three weeks simple imprisonment each, in connection with Satyagraha.—A. P.

U. P. GOVT'S "NO" TO MRS. PANDIT

No Permission To Interview Agra Detenus

NAINITAL, June 21.

It is understood that the United Provinces Government are not giving permission to Mr. Chandra Bhal Ohri M.L.A. (Central) and Mrs V. L. Pandit to interview the detenus in Agra Central Jail.

The memorandum submitted by the detenus is under the consideration of the Government.—A. P.

LATHI CHARGE AND FIRING ON RIOTERS

Funeral Procession Attacked: Two Stabbed In City On Sunday

BOMBAY, Sunday.

The communal situation in the city continued to cause anxiety in the city on Sunday. There were two cases of stabbing in the course of the day, one of them proving fatal.

A big flare-up was threatened in the afternoon when a funeral procession was attacked by members of a rival community and the police had to make a Lathi charge and also to fire in the air to disperse the crowd.

The first incident of the day occurred at 9-30 a.m. when an umbrella-repairer was stabbed near his shop. He was removed to hospital but died soon after admission.

Later in the afternoon, a procession was taken out in connection with the funeral of a person who was stabbed and killed on Saturday. Some members of the procession, which consisted of about 1,000 persons, are stated to have become unruly and at one stage held up two B.E.S.T. buses. The police, however, succeeded by persuasion and threats to induce the crowd to go along without causing disturbance. But when the procession was nearing its destination about a 100 persons belonging to a rival community, who were working in a factory are alleged to have thrown stones and soda water bottles at the procession The procession then broke up and a free fight between the two parties ensued. The police had to make a lathi charge and later one shot was fired. Five persons were injured on account of the lathi charge. The combatants fled and the procession was reformed under police escort Some 50 persons have been arrested in connection with this incident.

Following the incident there was widespread panic and shops in the locality closed down.

Later in the evening one more stabbing incient occurred in a different part of the city.

This brings the total casualties in connection with the present riots to 54 killed and 245 injured.

DRINK MORE MILK

BE HAPPIER: HEALTHIER WITH THIS RICH MILK, FRESH FROM THE FINEST DAIRYLANDS

• This milk that keeps without refrigeration makes it easier for you to have plenty of this vital food for your children.

Klim is creamy, nourishing milk from which the water has been removed. It is rich in essential food elements—the important milk solids are retained. You simply replace the water to obtain as much milk as you need.

You'll find they drink more milk with Klim . . . its natural wholesome flavour tempts the appetite. Try Klim today.

KLIM POWDERED WHOLE MILK

NEW EMPIRE 4, 6-30 & 10 P.M.

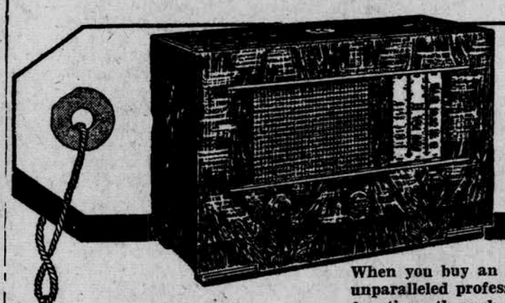
British HMV RADIOS still arriving!

MODEL 1024—(Illustrated on right) has an ample reserve of power that makes even distant transmissions seem but a short distance away. For A.C./D.C. Mains. 7 Valve Superhet circuit; Wave Range: 13-30, 30-90, 190-570 metres. Automatic Volume Control; Output: 5.5 watts (max.); Sockets for attachment of extra Loudspeaker and Gramophone Pick-up; Tropic-proof Walnut Cabinet.

Rs. 450.

MODEL 1026—(Similar in appearance and features to Model 1024 illustrated above)—the whole world of radio is yours on this versatile receiver—vastly improved and with many features never before used in radio. Operates on A.C. Mains only. Rs. 425.

SAVE FOR VICTORY BRITISH WAR SAVINGS MOVEMENT ASK YOUR BANK



MODEL 1022—(Illustrated on left)—a five-valve Superhet receiver that provides unfailing entertainment from a wide variety of stations the world over. Wave Range: 13-30, 30-90, 190-570 metres. Continuously variable Tone Control; Automatic Volume Control; Sockets for attachment of extra Loudspeaker and Gramophone Pick-up. Output: 5 watts

Rs. 285.

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The Bombay Chronicle

BOMBAY: MONDAY, JUNE 23, 1941.

TURNING POINT

This has been a war of a never-ending series of surprises, very often staggering. To say this is to utter a truism. And yet how else can one explain the Russo-German clash of arms? Ever since M. Stalin and Herr Hitler sworn enemies for years, decided to become sworn friends in the autumn of 1939, their statemen, press and radio have been vying with each other in the matter of mutual praise and protestations of friendship as also in that of denouncing the other side. It is unnecessary to recall the speeches of M. Molotov and his Nazi opposite number, much less comments and statements in Berlin and Moscow during the last twenty months or so. It is unnecessary because Soviet-German relations had come to be stabilised, materially and psychologically, on the basis of friendship for the duration of this war. What, therefore, could be more staggeringly surprising than Herr Hitler's sudden march—supported by those verbal broadsides against Bolshevism which we had missed all these long months—into Russia? But let it be said to the credit of at least one world statesman that he foresaw this greatest of all events after the fall of France. Mr Churchill hinted as late as last year that the Fuhrer would "tear rich and large provinces" from Russia. And he had been repeating this hint often enough since then.

Hitler Doomed

Why has Herr Hitler launched this supreme adventure and what are its possibilities? Proclamations by himself and apologies by his henchmen mean, of course, nothing. There seems no reason to doubt that the Fuhrer needed Russia's economic resources badly and that finding that he could not secure them otherwise, he has resorted to force. But to bludgeon small countries is one thing, to seek so to treat Russia is quite a different thing. Quantitatively Russia is a match for Germany in men and equipment, in the air and, let us hope, in naval strength, too. To attack a country like Russia means either suicidal desperation or a complacent contempt for the Soviet. If it is the former, then no more need be said about it than that Herr Hitler is doomed and the war will be over in a few months. But it seems more likely to be a mixture of unavoidable economic necessity and of a hope to "blitz" Russia out—possibly with Japanese assistance—before the British cause any decisive trouble. But is the Fuhrer right? Surprises apart—and we must repeat that this war has been notable for surprise happenings and not for those that, logic demands, should happen—the Russo-German clash has practically changed the whole international situation in prospect. It is possible, even probable, that the German military machine with the high morale of the German soldier may secure some important victories all along the 1,500 mile front in the initial stages. But unless Communist claims in the past so many years and particularly in the period after 1939 are utterly false, German victories cannot force a collapse either of the Red Army or of Russia as happened in the case of France. Nor can Japan already engaged with China on land can deal anything like a mortal blow to Russia in Siberia. Indeed, it is yet too early to say that Japan will necessarily join the Germans. Japan has, in fact, been placed in an extremely awkward position in the Far East for with Russia, and Britain as allies in the war, and supported by America, it has become dangerous for her to strike either in the south or in the north.

Britain's Opportunity

It is possble, for the first time, after a whole year, to survey the international scene with confident optimism and to believe that the turning point in the war has been reached. For the Fuhrer, with his aggression against Russia, has helped his opponents in a number of ways. He has relieved the pressure upon the British in Britain, in the Atlantic and in the Middle East and enabled them to strike harder now and prepare for even harder blows in the future. He has made Vichy and Madrid wait and watch before they menace his enemies. And he has created a decisively powerful combination of Britain, Russia and America—and the people of stricken countries—against himself supported only by the egregious Signor Mussolini and probably by the similarly egregious M. Matsuoka. He has not marched into Russia, but has laid the foundation of his own ultimate and decisive defeat. This development is even more cheering than as sounding the death-knell of Hitlerism and, of course, Herr Hitler's "New World Order". It permits the vision of a bright future beyond the end of the war. It justifies the earnest hope that a world reconstructed by the joint efforts of Western Democracies and Soviet Russia will be a world worth living in, in a world of justice, freedom and equality for *all* without the present distinctions between peoples and peoples, nations and nations and continents and continents. Here is a historic opportunity for British statesmen. They can, inspite of their Duff-Coopers and Amerys, win the co-operation of millions of anti-Nazi human beings, now under their Imperialistic sway, who are only too eager to offer it provided they too share in what they co-operate to achieve

Rebirth Of A National Industry

In a country like India, which has a coast line of 4,500 miles and whose foreign trade is worth about 400 crores of rupees, the building of a ship-yard should ordinarily be no more notable than the building of a cotton mill or the construction of a new railway line. But the building of a ship yard at Vizagapatam by the Scindia Steam Navigation is a great event in the current history of India because it is a pioneer attempt to revive the ship-building industry which had a glorious past for two thousand years before British rule in India but which was ruined under that rule. That is why the enterprise has called forth blessings from men like Gandhiji and Poet Tagore. Reviewing last week Mr Asoka Mehta's book on Indian Shipping, we pointed out how right up to the early years of the nineteenth century India maintained a position in shipping that was unsurpassed, if it was equalled, by the rest of the world. In his masterly speech on the occasion of laying the foundation-stone of the Vizagapatam shipyard, Dr. Rajendra Prasad reviewed in most stirring words the glories of India's foreign navigation and colonisation and showed what in recent years British Government had done to hamper the indigenous shipping industry and to prevent its revival. "It was not," he showed, "so much only on account of want of support as on account of the use of political power and hostility of the rulers that Indian shipbuilding has had to disappear and is not able to make any headway even up till now."

The result of such a policy is notorious. Of our coastal trade Indian shipping companies have barely 25 per cent. But in the vast foreign trade worth Rs. 400 crores the share of Indian shipping is negligible. To revive this vital industry the Mercantile Marine Committee of 1923-24 recommended: "It is our considered opinion that the provision of facilities for training Indian officers and engineers alone is not sufficient to meet the requirements of the case and that some further steps are required to achieve the object in view. These further steps we recommended should be in the form of the eventual reservation of the Indian coastal trade for ships the ownership and the controlling interests of which are predominantly Indian." Government have done nothing to give effect to this recommendation. Nay, they have so drawn up the 1935 Constitution as to make reservation of the coastal trade practically impossible. As regards other means to build up an Indian Mercantile Marine, Government said two years ago, "The Government of India have not found it possible for financial and other reasons to consider any scheme for the further development of the Indian Mercantile Marine which involves the grant of subsidies." Yet, Rajen Babu points out, Government had "no hesitation in granting a huge subsidy to a British Line for the Haj traffic when the only Indian concern operating in that line had been forced out of the field."

Mr. Walchand Hirachand's speech reviewing the history of the Scindia Steam Navigation Company makes it clear that the company has progressed so far as to undertake a shipyard not because of any support by Government but in spite of their apathy. In connection with its latest venture the company was, in the words of Rajen Babu, "driven from pillar to post, between one Government Department and another, between one Port authority and another, and Provincial and Central Governments." The obtaining, finally, of the site at Vizagapatam, is no concession from Government. For the Company has got no special terms as regards rent or otherwise. On the contrary the starting of the ship-building industry at this port is more to add to its prosperity and Government's revenue. Mr. Walchand has, therefore, good reason to say that in Government's attitude there was some "consideration" but no "concession." However, it is still open to Government to end the policy of what Rajen Babu calls the "melancholy meanness which has characterised the British attitude towards Indian shipping and Indian ship-building." If they fail to revise their policy even in the hour of Britain's own great need for more and still more ships, it should be clearer to Indian businessmen than it was before that there is no economic salvation for India till she is politically free. As Rajen Babu observes, "foreign Government and foreign exploitation go hand in hand and we cannot get rid of the latter unless we are free of the former."

Frankly Speaking

Damascus Falls

Damascus has fallen, Vichy forces having decided to evacuate the Capital. This is reminiscent of the evacuation of Paris last year But it is suggested that they will concentrate near Beirut to fight the main action of the Battle of Syria. This is very likely because with limited resources rapidly being exhausted, Vichy forces can do no more than fight one decisive battle. This is true even though their column in the Merj Ayum area is giving a good deal of trouble to the British. We hope the Beirut action is forced soon because delay is not going to help the invaders any more. We also hope that after Beirut, the occupation of the rest of Syria does not take much time. In this connection it is interesting to learn from a Vichy communique that one of the mystery columns has materialised and is actually advancing upon Palmyra. Can it be expected that the other also will emerge somewhere near Aleppo after all? If so, the situation in Syria is by no means unfavourable to the British and Free French despite Vichy's stubborn and desperate resistance in the South.

Telephone Rates

The Government of India have decided to introduce the message rate system of charging from telephone subscribers on the Government telephone exchanges at Poona, Cawnpore, Amritsar, Jullundur and Dehra Dun as an experimental measure with effect from some date, not yet fixed after September 30, 1941. In a lengthy press note issued last week Government explain, in reply to many protests from businessmen and others at these places, that their main object in making this change is to "benefit a large number of potential subscribers". How far they are likely to succeed may be gauged from a comparison of the new rates with the present ones. The message rates proposed to be adopted at persent are as follows:—(a) A connection fee of Rs. 10 (this is the same as at present); (b) An annual subscription of Rs. 100 if paid in advance, or Rs. 10 per month, subject to a discount of Re. 1 for prompt payment (Under the present flat rate system the annual subscription is Rs 192 if paid in advance, or Rs. 20 per month subject to a discount of Rs. 2 for prompt payment). (c) A charge of one rupee per 14 calls subject to a discount of 12½ per cent. for prompt payment, which brings the net charge per call to one anna.

A Better Plan

It will be seen that that the message rate is not low enough to attract "a large number of potential subscribers." For the amount which the telephone subscriber is now paying every month he will be entitled under the new plan to an average of only four calls per day. This is hardly enough to satisfy the businessmen and others who need the telephone regularly. On the other hand the present subscribers will have to pay a great deal more for their present average calls. The excess is estimated to range from 50 to 400 per cent. On the whole, therefore, there is likely to be a reduction in the number of subscribers. The new plan will also need the high capital expenditure on new meters and recurring expenditure on additional establishment to keep records of calls. An appreciable reduction in the present flat rate is far more likely to attract a large number of potential subscribers, will be a fillip to business and will considerably add to public utility.

Topics From London

(FROM OUR OWN CORRESPONDENT)
LONDON, (By Air Mail).

Dr. K. G. Fenelon, director of the Department of Industrial Administration in the Manchester College of Technology, discussed some war-time labour problems and made some criticisms of the measures taken by the Government to deal with them at a Rotary lunch.

Economic transitions, he said, involved notoriously difficult adjustments. Our transition from a peace to a war economy had been slow up to the present, but there were signs that its tempo was to be accelerated. He estimated that about 100,000 men and rather more women would be affected by the Government's decision to concentrate the production of inessential goods so as to leave plant, materials, and labour free for war work. And this, he suggested, was only a first instalment.

Dr. Fenelon's main criticisms were that the decision had been too long delayed, that it was hard to reconcile the principle of voluntary selection of the firms to "commit suicide" with the principle that the firms to be closed should be those in districts where there was a demand for munition workers, that the period allowed for voluntary arrangements (four to five months) was too long and would only lead to fruitless arguments "in parts of the country where the spirit of co-operation is not very strong—as is notoriously the case in one or two industries that we know about here," and finally that there was as yet no sign of that close co-ordination between the Board of Trade and the Ministry of Labour which the scheme required.

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A "Reactionary" Cabinet

The women members of Parliament who recently attended a meeting called by the British Federation of Business and Professional Women to join with representatives of many important women's organisations in protesting against the discrimination against women in the war injuries compensation scheme met on March 5 to discuss the same question.

In the meantime an influential deputation representing those societies has waited on the Treasury and the Ministry of Pensions. They stated their case adequately and were assured that the whole matter would be put before the Cabinet. Now they want women of all types to write to their M.P.s about the present injustice to women making them understand how widespread the resentment is.

Miss Irene Ward, M.P. said that "men don't like interfering in women's affairs in the House of Commons." She added that the vast majority of men in the House were not in any way obstructive and that she believed revised proposals giving women equality would be welcomed by the House of Commons as a whole. Miss Ward quoted a paragraph in the magazine of the A.F.S. pointing out that under a new schedule the rates of compensation had been increased for all, including the women A.F.S. members, who get as much as the men. That must have been the result of pretty strong representations behind the scenes, she said.

Mrs. Tate, M.P. declared that there was not the slightest chance of the ten women M.P.s in a House containing over 600 men securing higher rates for women unless they had the support of the men but she had yet to find one man or woman who was satisfied with the present rates. She hoped that every women's organisation would see that all the men were circulated.

Dr. Edith Summerskill, M.P., declared that Ministers in the present War Cabinet were nearly as reactionary as the Ministers whom Florence Nightingale had to face in the Crimean War Cabinet. Dealing with compensation to single woman working in vulnerable areas, often doing work hitherto done only by men, Dr. Summerskill said that if permanently injured these women would get a pension of 28s. a week, whereas a single man, who might be only eighteen and without any dependents, would get 35s. Not-earning women would receive 14s. against 21s. for a man not gainfully employed. "If women are going to co-operate wholeheartedly in this war," she said, "the Government should recognise their contribution and deal with them equitably in the matters of pay and compensation."

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No More Foreign Newspapers In Japan

The Japanese who have for many years sought means to control news going abroad from their country, made notable advances during 1940.

In August Mr. M. Cox, Reuter's agent, was arrested in a spy hunt and died whilst in the hands of the police, who said that he jumped from a high window at the Metropolitan Police headquarters. Later the "Japan Advertiser" (American) was sold to the "Japan Times" (Japanese) by its owner, Mr. B. W. Fleisher, who was glad to get away from the impossible restrictions imposed on publishing.

On December 21, the manager of the "Japan Chronicle" (British) signed a contract selling the paper to Japanese interests. A British offer had been made, as it was realised that although times were difficult British views should be represented, but the Japanese outbid this offer. The "Japan Chronicle", under its founder, the late Robert Young, was well-known beyond the confines of the Far East and had an influence out of all proportion to its limited circulation.

U. S. Military Moviecameramen In London

The United States is to establish a corps of military moviecamera men, similar to the famous German camera corps. Seventeen trainees have been provided with cameras and films and attached to "March of Time" production units. They will learn field work from the "March of Time" directors and cameramen, and will also go to school under technical lecturers from the Hollywood companies, from the news reels and from documentary groups. Two months of the seven months' course will be spent in cutting-rooms and laboratories.

"March of Time", which already has an established School of Pictorial Journalism" knows something of German methods of war correspondence by cameras. It has used sequences from the German "Baptism of Fire" in its new full-length film and other German material, obtained through Canada from the British Contraband Control, in its "America Speaks Her Mind."

The announcement that the American cameramen come from "the four armed forces" seems odd to English ears. But in the United States there is no separate Air Force and marines and coastguards are armed Services in their own right.

Might Have Been Queen Of The May

An American diplomat has been telling a new story about Mr. Kennedy, the former United States Ambassador to Britain, which shows the tight hand held over the United States Diplomatic Corps.

Just before Mr. Chamberlain's visit to Munich the Corporation of Edinburgh invited Mr. Kennedy to receive the freedom of the city. He prepared a virile speech pointing out that Germany was bent on the annihilation of the British Empire.

Under the rules of the American Diplomatic Corps the speech was cabled to the State Department in Washington, and Mr. Kennedy was advised to scrap it and avoid controversial matters

He wrote one dealing with the

(Continued on page 9.)

What Britain Feels Towards Us

By D. F. KARAKA

I have been filled with a certain horror and righteous indignation at reading even the censored version of the House of Commons reference to the Sir Hari Singh Gour incident. This very enlightened Indian was not thought fit to occupy a room in a London hotel, and with all the powers conferred upon His Majesty's Government by the Defence of the Realm Acts, Mr. Herbert Morrison regretted in the Commons that he could not do anything about it. This has been the sad story of many an Indian who has visited that great metropolis—often referred to as the heart of the Empire—the Empire to which you and I are supposed to belong: the Empire which is alleged to embody the idea of the brotherhood and the equality of man; the Empire for which you and I are asked to fight.

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This incident has come to our notice merely because Sir Hari Singh Gour has friends in the House of Commons, who can take up the question and who feel that it is shame that when India is asked to contribute her might towards the cause for which Britain is fighting, even ordinary courtesy could not be extended to the people of that same country. But there are hundreds of such incidents that have occurred, incidents that have been for us bitter to swallow. And no one has ever heard of them or complained, knowing as we do that only when we are a free people will be able to retaliate.

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It is not as if this was a single, isolated incident. This is typical of the feeling of Britain for the Indian. This is the shocking, disgusting way in which our fellow-countrymen have been treated time and again in England, in South Africa and even in India. This is the real cause why we who are Indians are prevented from feeling that something for Britain which we want to feel at a time when whole landmarks of it have been bombed out of existence, when poor innocent people are dying like flees, when the flower of English manhood is being mowed to death. Ninety-five thousand of them, Mr. Churchill said. And what hurts us more is that only just before the war, a German as a white man was welcome in these same hotels where you and I are treated like pariahs. And that a German, because he is a white man will still be as welcome in those same places when the war is over. You don't have to be a Congressman to smart under an insult such as this. You just have to be a self-respecting Indian.

* * * *

We have been told that we are not sufficiently grateful to Britain for the things that she has done for us—for the education, for the enlightenment, for the law and order that she brought to us. We are told that not only should we feel this gratitude for a hundred and fifty years of British rule in India, but that we should show this gratitude in our contribution— chiefly financial —to the British War Exchequer.

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I do not think that my country has ever failed or ever will fail in any moral obligation. Our record in the last war, our record even in this, the abstinence on the part of the Mahatma of starting a movement that would surely have embarrassed Britain are striking instances of the quality of our morality. And when this country has behaved so well, so gallantly, it is matter of great shame—there is no milder word for it—that such insults should still be poured so blatantly upon us. These are the incidents which together build up that resentment which we feel and rightly feel towards Britain. It is not without reason that a man like Mahatma Gandhi, who has been found and proved to be human and gentle and sympathising and sincere, should stay out of a fight against the ruthless force of German oppression. It is not without reason that from his sick bed the aged poet, Tagore, known and respected throughout the world, gave the most damaging answer that could have been given to Britain and to Miss Rathbone Somewhere in this beautiful piece of prose, which should be a text for every growing Indian boy and girl, he says: "I look around and see famished bodies crying for bread. I have seen women in villages dig up mud for a few drops of drinking water....I know that the population of England itself is to-day in danger of starvation and I sympathise with them, but when I see how the whole might of the British Navy is engaged in convoying food vessels to the English shores, I also recollect that I have seen our people perish of hunger and not even a cartload of rice is brought to their door from a neighbouring district...." You just don't bring all this up for nothing unless you feel a bitterness in your soul.

* * * *

Take again the classic outburst of Sir Rama Rau when he left the shores of South Africa, and he said to the European: "To-day when the Indian soldier is fighting side by side with you in Abyssinia, Libya, he who has conquered Eritrea for you; to-day when those very Indians are helping South Africa to rid Nazism from the north, playing their part in saving civilisation from annihilation, you deny them the elementary right of attending your Universities." Sir Rama Rau is not just a tub-thumper. He is responsible Indian, deputed by Government to represent India in South Africa. And much more has happened and is happening in South Africa, on which it is difficult for a self-respecting Indian to be able to

(Continued on page 8)

TÊTE-À-TÊTE

WITHOUT COMMENNT.

As a matter of fact, every thing that you read in to-day's issue, gentle reader.

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The foundation of India's first shipbuilding yard—named Gandhigram—was laid in Vizagapatam on Saturday last.

Messrs. Churchill and Amery should immediately take the House of Commons into a secret session on the subject.

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In their reply to British women, Indian women, while appreciating the sincerity of the former's appeal, "are amazed at the ignorance betrayed in it of realities."

And we are amazed at the amazement of Indian women.

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According to a Japanese newspaper "the existence of tension between Germany and Russia is indisputable and may have some effect upon Japanese diplomacy."

We feel we are progressing from a giddy Wonderland to a giddier ditto.

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And now we have duly arrived into the giddiest.

But the Junior Colleague whose head, we fear, is made of stone, remains unaffected. In fact he remembered to ask "Who is drawing the chestnuts out of the fire for whom?"

We have, however, rebuked him for his lack of good manners and courtesy to our Moscow comrades.

* * * *

But the Junior Colleague has temporarily become proof against frowns and rebukes. For instance, when he learnt that M. Molotov had referred to the "blood thirsty Fascists of Germany", he rushed out of the room screeching for old files of the last 20 months.

It was time that we should take drastic measures to suppress him. And we did—for to-day.

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A Beirut communique issued on Saturday night says that "strong British motorised forces coming from Iraq advanced during the day towards Palmyra.

So the ghost has really materialised.

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Vichy troops have evacuated Damascus and are concentrating in the Beirut region for a final bout.

Is the Admirable Darlan's navy expected there by that time?

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Lord Halifax has invited Americans to walk with the British hand in hand in political, financial and economic policy.

At the moment it is a case of walking hand in the other's pocket.

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Marshal Badoglio, it is reported, arrived in Madrid by air on Saturday and left immediately by plane for Tangier.

Why?

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'You love your girl don't you?'

'Of course I do'

'Yet you mean to say you caught this fellow making love to her and you stand for it?'

'Well—er—yes. You see—'

'Why didn't you give him the licking of his life?'

'I'm just waiting. Waiting, that's all.'

'Waiting? What for?'

'Waiting till I catch her with a tiny little chap.'

POINTED PARAGRAPHS

No man has reason to apologize for doing his duty.

* * * *

Revenge is sweet only to the very small individual.

* * * *

A grafter by any other name would still be a thief.

* * * *

A compliment always passes for more than its face value

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A cattle syndicate has a perfect right to water its stock occasionally.

* * * *

When you see a man making all sort of faces at himself in a mirror it's a safe bet that he's either crazy or shaving.

Nazi Revelations Of Berlin-Moscow Talks

RUSSIAN PLAN "TO STAB GERMANY IN BACK"

LONDON, June 22.

The following is the text as given on the Bremen radio in English of the note from Germany to Russia which was handed this morning by the German Foreign Minister Herr von Ribbentrop to the Soviet Ambassador in Berlin.

"When in the summer of 1939 the Reich's Government motivated by the desire to achieve an adjustment of the interests between Germany and the U.S.S.R. approached the Soviet Government they were aware of the fact that it would be no easy matter to reach an understanding with a State, which on the hand claimed to belong to a community of individual nations with rights and duties resulting therefrom, yet on the other hand was ruled by a party which, as a section of the Comintern was striving to bring about a world revolution, in other words, the very dissolution of these individual nations.

SERIOUS MISGIVINGS

The German Government, putting aside their serious misgivings occasioned by this fundamental difference between the political aims of Germany and of Soviet Russia and by the sharp contrast between the diametrically opposed conceptions of National socialism and Bolshevism, made the attempt. They were guided by the idea that the elimination of the possibility of war which would result from an understanding between Germany and Russia and the safeguarding of vital necessities of the two peoples between whom friendly relations had always existed, would offer the best guarantee against the spreading of Communist doctrine or International Jewry over Europe. This belief was strengthened by the fact that certain happenings in Russia itself and certain measures of an international scope undertaken by the Russian government allowed it to be assumed that departure by Russia from these doctrines appeared possible.

Two Agreements Signed

Thus on August 23, 1939, a non-Aggression Pact was concluded while on September 28, 1939, a frontier and friendship agreement was signed by the two states. The essence of these agreements consisted in:

(1) reciprocal engagement on the part of both states not to attack one another and to live on peaceful and neighbourly terms and (2) elimination of spheres of interest, the German Reich renouncing all influence in Finland, Latvia, Estonia and Lithuania and Bessarabia with territories of the former Polish State as far as a line formed by the rivers Narev, Bug and San being incorporated in Russia in accordance with the desire of the Soviets.

CHANGE IN POLICY

The Reich Government in fact immediately following the conclusion of the Non-Aggression Pact with Russia, did effect fundamental change in her policy towards the U.S.S.R. and from that day onwards, adopted a friendly attitude towards the Soviet Union. The German Government faithfully adhered both in letter and spirit to the treaty concluded with the Soviet Union. In addition they had by the conquest of Poland, that is by the shedding of German blood, gained for the Soviet Union the greatest success in foreign politics which it had achieved since its coming into existence. This was only possible by reason of the German's friendly policy towards Russia and the overwhelming victories of the German forces.

SUBVERSIVE ACTIVITIES

In contrast to this the Soviet Union had adopted a wholly different attitude. By means of centres chosen in neighbouring countries it had attempted, as it had before, to carry out subversive activities and preparatory measures for sabotage in Germany and territories occupied by her. M Krisov, the Commissar of the O.G P.U., arranged a systematic course of training with this end in view. Abundant material regarding the Intelligence Service, Wireless Transmission and receiving station methods of sabotage and in particular comprehensive system of espionage of Soviet agents furnishes incontrovertible proof of this anti-German attitude.

Sensational Revelations

Comprehensive material concerning anti-German activity pursued by the Soviet Union which will be published by the Reich Government proves conclusively that Soviet Russia's declaration constituted a definite attempt to mislead Germany. Nor did advantages accruing from Germany's friendly attitude cause the Soviet Government to adopt a loyal attitude towards Germany. The fact that the Treaty they had concluded with the Reich had been a mere technical manoeuvre, was proved with brutal clarity in the following words which occur in a Russian document discovered in the Soviet Legation in Belgrade after the occupation of that city:

'The U.S.S.R. will not react until the opportune moment occurs. The Axis Powers have further dissipated their forces and the U.S.S.R. will consequently strike a sudden blow against Germany.'

SUBVERSIVE SOVIET PROPAGANDA

In the Soviet Union's subversive propaganda carried out in Germany and in the rest of Europe leaves no room for doubt as to its attitude towards Germany, then the policy of the Soviet Government towards Germany in the military sphere and in the field of foreign politics ever since the conclusion of the Pact between Germany and Russia makes matters clearer.

In Moscow on the occasion of the delimitation of spheres of interests the Soviet Government declared to the German Minister for Foreign Affairs that they did not intend to occupy or to bolshevise or to annex any State situated within the sphere of interest other than territories of the former Polish State which were at that time in a condition of disintegration. In actual fact, however, as the course of events have shown, the policy of the Soviet Union during the whole time was exclusively directed towards one object, namely, that of extending Moscow's military power wherever the possibility offered in the area between the Arctic Ocean and the Black Sea and of further Bolshevism in Europe. This began in the autumn of 1939 by the creation of military bases in the Baltic States, was continued in the war against Finland and in the summer of 1940 by the annexation of the Baltic States, Then while the German Army was still fighting in the West against France and Great Britain, the Soviet Union advanced in the Balkans.

Although the Soviet Government had declared during the Moscow negotiations that they would never make the first move towards achieving a settlement of the Bessarabian question, the German Government were informed on June 24, 1940, by the Soviet Government that they were now determined to settle the Bessarabian question by force.

AGREEMENT VIOLATED

It was stated at the same time that the Soviet claim also extended to Bukovina, that is to say, to a territory which was ancient Austrian Crownland and never belonged to Russia and had, moreover, not even been mentioned at the time of the Moscow negotiations.

By occupying and Bolshevising the entire spheres of interest in Eastern Europe and in the Balkans accorded to the U.S.S.R. by Reich's Government during the Moscow negotiations, the Soviet Government plainly and irrefutably acted contrary to the Moscow Agreement.

In spite of this, the Reich Government continued to maintain an absolutely loyal attitude towards the U.S.S.R. They refrained from intervention in the Finnish war and in the Baltic question. They supported the attitude of the Soviet Government against the Rumanian Government on the Bessarabian question and reconciled themselves, albeit with a heavy heart, to the state of affairs created by the Soviet Government. Furthermore in order to eliminate, as far as possible, any divergencies between the two States, from the very outset the Reich Government set work on a largescale resettlement scheme whereby all Germans in the areas occupied by the U.S.S.R. were brought back to Germany. The Reich Government feel that more convincing proof of their desire to come to a lasting peace with the U.S.S.R. could scarcely be given.

INTERFERENCE WITH PLANS

The Soviet Union on the other hand tried with all the means in its power to interfere with the German work of appeasement in the south-east and complained of the guarantee given by the Axis Powers with regard to Rumanian frontier as laid down in the Vienna Arbitration Award of August 30, 1940, after the settlement with Hungary. Despite the inimical attitude of the Soviet Government Germany made yet another effort to come to an understanding. The German Foreign Minister in a letter to Stalin gave a comprehensive explanation of German policy and expressed the hope that friendly relations with the Soviet Union which the signatories to the Tripartite Pact desired would be given concrete form and invited M. Molotov to visit Berlin.

BERLIN TALKS

However M. Molotov's visit and conversations which took place in connection with it, resulted in the following demands by Russia:

(1) The Soviet Union desired to give a guarantee to Bulgaria and over and above this to conclude with her a Pact of Assistance on the same lines as those concluded with the Baltic States, that is, providing for military bases.

(2) The Soviet Union demanded an Agreement in the form of a Treaty with Turkey for the purpose of providing on the basis of a long term lease bases for Soviet land and naval forces on the Bosphorus and in the Dardanelles. In case Turkey should not agree to this proposal, Germany and Italy were to co-operate with Russia in diplomatic steps to be undertaken to force compliance with this demand. These demands aimed at domination of the Balkans by the U.S.S.R.

(3) The Soviet Union declared that once more it felt itself threatened by Finland and, therefore, demanded complete abandonment of Finland by Germany which in actual fact, would have amounted to occupation of this State and the extermination of the people of Finland.

Germany naturally was unable to accept these conditions which were laid down by the Soviet Government as the primary condition for co-operation with the signatories to the Tripartite Pact. Thus the latter's efforts to come to an understanding with the Soviet Union failed.

THE CLIMAX

The consequence of the attitude adopted by Germany was that the U.S.S.R. had now intensified its policy more and more only directed against Germany and that its increasingly close co-operation with Britain was clearly revealed. In January 1941 the antagonistic attitude on the part of Russia first showed in the diplomatic sphere.

The Soviet Government objected to the necessary military precautions taken such as in Bulgaria against the landing of British troops in Greece and designated Bulgaria and the Straits as their safety zone. Despite a statement of their reasons which the Germans laid before the Soviet Government, the latter published a declaration addressed to Bulgaria which was of a character directly hostile to the Reich.

This policy, however, reached its climax in the anti-German agitation in Yugoslavia now conclusively proved by documents.

STAB AT BACK

When, therefore, the anti-German Belgrade 'putsch' succeeded, Russia on 5th April concluded a friendly agreement with the illegal Government of General Simovitch which was to lend moral support to the 'putsch' and with its weight assist the joint Anglo-Yugoslav-Greek Front.

Thus at the same time while German troops were being concentrated on Rumanian and Bulgarian territory against the growing landing of British troops in Greece, the Soviet Union now obviously in concerted action with the British, was attempting to stab Germany in the back by

Firstly giving Yugoslavia open political aid,

Secondly attempting to move Turkey to help Russia in her aggressive attitude towards Bulgaria and Germany by an agreement not to attack her and to concentrate her army in very favourable strategic positions in Thrace, and

Thirdly by itself concentrating a strong force along the Rumanian frontier in Bessarabia and along Moldavia.

The Note alleged that during conversations with the Rumanian Minister in Moscow, the Soviet Government sought rapid rapprochement with Rumania in order to persuade that country to break away from Germany.

FRONTIER VIOLATIONS

Continuing the Note asserted that the Soviet Government had from time to time adopted measures to deceive the world into believing that they were maintaining friendly relations with Germany. The Note alleges that there have been many violations of frontier and incursions into German territory from the air which had been on the increase since April 1941. The Reich Government expresses the view that as a result of observations made during the past few days they had no longer any room for doubt regarding the attitude of Soviet Russia towards Germany.

SOVIET MOBILISATION

While 160 Russian divisions had been massed against Germany, thus rendering possible acts of aggression at various points on the German frontier, reports received daily concerning incidents on this frontier and clashes between outposts belonging to the two armies served to complete the impression of an exceedingly tense military situation which might lead to an explosion at any time.

NEWS FROM ENGLAND

Proceeding the Note alleges that news had been received to-day from England about negotiations which Sir Stafford Cripps, the British Ambassador had with the Soviet Government, establishing still closer collaboration between the political and military leaders of Great Britain and the U.S.S.R. This showed unambiguously what the attitude of Russia towards Germany was. In view of this the Reich Government wish to make following declaration:

"Contrary to every engagement which they have undertaken and in absolute contradiction of their solemn declaration, the Soviet Government wished the Soviet Government have turned against Germany. They have firstly not only continued but ever since the outbreak of war intensified their subversive activities against Germany and Europe; they have secondly in continually increasing measure developed their foreign policy in a tendency hostile to Germany and thirdly they have massed their entire forces on the German frontier, ready for action. The Soviet Government have thus violated their treaties and broken their agreement with Germany.

IN DEADLY ENMITY

Moscow's hatred of National Socialism is stronger than her political wisdom. Bolshevism is opposed to National Socialism and is in deadly enmity. Bolshevist Moscow desires to stab National Socialist Germany in the back, while she is engaged in a struggle for her existence. Germany has no intention of remaining inactive in the face of this grave threat to her eastern frontier. The Fuehrer, therefore, ordered the German forces "to oppose this menace with all the might at their disposal. In the coming fight Germans are fully aware that they are called upon not only to defend their native land, but to save the entire civilised world from deadly dangers of Bolshevism and to clear the way for true social progress in Europe."—Reuter.

Ultimatum To Governor Of Djibouti

LONDON, June 21.

It is learned in London that General Wavell has intimated the Governor of Djibouti that he must make up his mind either to join the Free French forces immediately or to disassociate himself from a pro-Axis policy which has been evident in Syria. In the event of a refusal to negotiate on this proposal, General Wavell has stated his willingness to evacuate women and children from Djibouti and meanwhile to supply them with milk and essential foods until the evacuation is completed.

Djibouti, the port and Capital of France's 19,000 square mile colony at the entrance to the Red Sea, is lined by rail to Addis Ababa, which was wrested from the Italians in Britain's great campaign to Free Abyssinia. Its prewar population number nearly 15,000 of Somaliland's, 70,000 people.—Reuter.

First Hint

LONDON, June 22.

The first hint that Gen. Wavell has taken action with regard to French Somaliland came in an official announcement from Vichy that the Vichy Government had protested to Britain against an alleged "ultimatum" from Gen. Wavell and that the United States had been informed of the protest. The Vichy note was handed by M. Pietri, the French Amabassador in Madrid to Sir Samuel Hoare, the British Ambassador at the Spanish capital.—Reuter.

Silver For Spain

VICHY, June 21.

120 tons of silver and silver coins are to be handed over to the Spanish State. The silver was sold towards the close of the civil war and placed in a Belgian Bank. Following the capitulation of Belgium and France and as the result of the decision of a Parts court, this treasure is now to be returned to the Spanish Government, the Vichy News Agency announces.—Reuter.

Not Marshal Badoglio

MADRID, June 21.

It is now learned it was not Marshal Badoglio who arrived in Spain on Friday. It was his son, Mario Badoglio.—Reuter.

LONDON, June 21.

It is learned in London today that the British Government will take immediate steps to request some other Power to take care of British interests in Germany and Italy. As the American Consulates will be closed by July 15, since the outbreak of the war, the United States Consulates in Germany and Italy have been watching over British interests.—Reuter.

FROM POLAR SEA TO BLACK SEA

Russo-German Fighting Front: Mighty Machines Now Come To Clash

LONDON, June 22.

Reuter's diplomatic correspondent says that the German invasion of Russia is momentous news. The relations between the two countries have never been easy despite the Non-Aggression Pact and Hitler's declaration that their relations had been adjusted on a friendly basis for all eternity. Germany never appreciated the absorption of the Baltic States although she quickly recognised it as an accomplished pact nor did she like Russia's occupation of Bessarabia.

Russia even less liked the German penetration of the Balams, although she confined herself only to registering her resentment by concluding a shortlived Non-Aggression Pact with Yugoslavia and she soon repudiated her recognition of Yugoslavia. Only a fortnight ago the Russian Official Agency issued a categorical denial that there was any Russo German tension.

But while admitting German concentrations, it attempted to elicit a German statement on the subject by adding that it could be assumed that these concentrations had no bearing on Russo German relations. No denial came from Berlin, however, and the German Capital has remained singularly silent despite rumours that have come in streams from "neutral sources".

The German Non-Aggression Pact with Turkey can now be seen in its true light as a form of assurance against complications on the Balkan frontier while the Germans are fully occupied with Russia. It is too early to form any estimate of the campaign's probable course.

FROM POLAR SEA TO BLACK SEA

The German offensive extends from the Polar Sea to the Black Sea. Their forces are immense They have the help of a not inconsiderable number of Rumanian divisions whose fighting value however is doubtful. They also have the aid of the hard-fighting Finns.

But Russian resources are also immense and have recently been greatly developed as the result of lessons of the Finnish war. Few armies are more extensively mechanised than the Russian and they are believed to have some of the biggest tanks in the world. The Russian air force is powerful in numbers, though at least in part not up-to-date.

PROBLEM FOR HITLER

The Russian organisation may be their weak point, but they know how to fight and have never had such a powerful and well equipped army in all their history.

The Germans are going to find distances and Russian capacity for ruthless destruction of everything useful strain their capacity very seriously. Hitler may still be counting on quick success, but it is unlikely that the British will remain idle while the Germans are so fully occupied. The tempo and strength of the British bombing attacks has markedly increased lately.

GERMAN PEOPLE'S REACTION

Finally it is not likely that the news will be greeted with any enthusiasm in Germany. The German people were promised peace in 1940, but now they see peace receding further and further into the distance, while they are called on to increase their war efforts and sacrifices. It will be surprising if their morale does not show the effects of strain.

Might Of Soviet Military Machine

Assessment Of Strength Of 'Red' Army, Navy And Air Force

LONDON, June 22.

World speculations as to the strength and striking power of the Soviet air force will at last be brought to an end as her machines go into action against the Luftwaffe and Russia's real strength revealed in actual battle. Any estimate of "red" strength has in the past been largely conditioned by political circumstances at the time of writing, but it has been universally agreed that from the point of view of numbers the Soviet air force is, if not the largest in the world, at least very close to that of Germany who is now fighting on a number of fronts and at the moment Russia on one only. As to the efficiency of her air force Russia has released very few details, but it is certain that a power which was the pioneer of Para chute troops. Gliding trains and capable of producing planes that made the sensational transport flight to the American continent a few years ago is fully aviation conscious. So are the Russian people. Parachute jumping towers are as familiar sights in Russian parks as roundabouts and swings in Britain. Women pilots are as normally accepted as men and children at early ages participate in flying courses. Speaking of the Red air force recently a Soviet statesman declared "this mass of lethal metal which can be flown an enormous distance could serve as a good 'Soviet straight jacket' for agressors should they in a fit of madness attack the Soviet land".

THEIR NUMBERS AND SPEED

Four main types of planes are listed in "James' all world's aircraft". The maximum speed of the fastest being given as about 300 miles an hour, but it is very doubtful if this is anything like their present maximum speed or that Russia's performance in Finland over a year ago is necessarily any basis for judging her present capabilities. The total number of firstline machines are usually estimated between four and five thousand and a similar number in reserve. Russia's aircraft industry employs some hundreds of thousands of workers and her factories are widely spread over the whole of her vast territory. In making any attempt to estimate Russia's strength in the air it must finally be remembered that she has the material, the experience, the mechanics the designers and, above all, rightly or wrongly, twenty-four years during which night and day she has been anticipating and expecting and preparing for an eventuality of this kind.

Navy An Unknown Quantity

Just about as much is known of the Soviet Navy as of her Army and Air force, namely practically nothing. What is known, however, is that she has a very considerable fleet of submarines of the very latest types, many of them believed to have been developed even beyond those of some of the major seapowers of the world. It is possible that Hitler may hope to bottle them up in the Baltic or the Black Sea but in that case he will do well to remember that the Russians have the habit of picking their submarines up and carrying them across land with about as much difficulty as transporting a shipment of fish. Also it must not be forgotten that in the arctic the Russians are completely at home and have carried out a continuous, unique exploration for a great many years so that they now know these waters like the palm of their hand. Motor torpedo craft have also been highly developed and produced in considerable numbers and Russia has quite an effective fleet of modern destroyers.

"READY FOR WAR"

As in other branches of warfare Russia is here again fighting in circumstances for which she has long prepared. Already the German radio has announced a warning that Soviet territorial waters in the Arctic and almost the whole of the Black sea are danger areas by reason of mines and also that the Nazis have laid mines in specified areas of the Baltic. Russia's Caspian fleet has just completed a comprehensive series of naval manoeuvres on full wartime basis and is now "ready for war", according to its commander.

Admiral Melkitov. Perhaps this is the keynote of the whole position of the Soviet's armed forces —'Ready for war'.

What Of The 'Red' Army

The only unanimity achieved by military correspondents in writing of the size, organisation and efficiency of the Red army is in stating that any estimate is "very largely based on conjecture" Compulsory military service has been continuously maintained since 1917 and Russia has always considered herself in a state of war and maintained a high pitch of defensive preparedness. As recently as a month ago Stalin declared "The Red army has been reorganised and re-equipped in the light of experience of the present war". And it is well known that the Chiefs of the Soviet forces have been closely following the many new phases of modern warfare, especially by the Nazis, and always with the view in the back of their minds that one day they might well be up against these methods themselves

ONE BETTER THAN HITLER

There seems to be two schools of thought in foreign military circles, one is that Russia's machines are alright but her soldiers are no good, and the other that her men are fine fighters but her machines drop to pieces. Unfortunately much of the world critical opinion at the time of the finnish war was obsessed with the fact that gallant little Finland was fighting the Russian Colossus and ite was only at the end of the war when penetration of the mannerheim line brought the war to a rapid conclusion, was it realised that the Red army had achieved what no other power had achieved, namely smashing a way through a fortified line reckoned nearly as strong as Siegfried and Maginot which even Hitler decided to go round. Under the most adverse weather conditions, Russia, with an army trained solely for defensive purposes on very different terrain, achieved this, according to military correspondents, by accurate artillery fire which undermined the mannerheim forts till they toppled over and their guns could not be operated and then at the right time and in the right place, by perfect co-operation between dive-bombers, tanks, armoured vehicles and infantry, broke through the line

A NEW NOTE

That her military chiefs are not lacking in enterprise or ingenuity is evidenced by that daring attack on the Finnish mainland by a light armoured column across sixty miles of the frozen gulf of Finland. Finally, in assessing the position, it must be remembered that fighting is now taking place across just that frontier which has been strategically enlarged solely for defence purposes against just such an attack and at the risk of being charged by the rest of world with "Imperialist expansions".—Reuter.

U. S. National Guard

WASHINGTON, June 21.

The War Department has recommended to President Roosevelt to ask Congress for authority to retain National Guard on active duty beyond the existing single year of service.

Announcing this, the War Department states that legislation would be required to keep these men with the colours and the final decision was a matter of public policy resting with President Roosevelt and Congress.

Failing the necessary authority from Congress, the first of the approximately 290 thousand guardsmen now on active service would be demobilised on September 16.—Reuter.

Japanese Spy In U. S. A. To Deport Himself

LOS ANGELES, June 21.

One of the two Japanese arrested here last week on a charge of conspiring to commit an offence against the United States by obtaining confidential reports has been released on the understanding that he is deporting himself from the United States.—Reuter.

JIMMA OCCUPIED
Successes In Abyssinia

LONDON, June 22.

The Italians in Abyssinia have evacuated the town of Jimma which has been handed over to the British. This was announced in to-day's Italian high command communique.

Patriot forces led by British officers have captured the town of Jimma. The Italian General Officer Commanding had previously offered to surrender the town but at that time there were no military or political advantages to be obtained from accepting the offer which was refused. Since then advances and further success obtained by our troops in adjacent areas have altered the situation and at mid-day yesterday our troops formally took possession of the town. Operation on all fronts in the Southern area are proceeding satisfactorily in co-operation with patriot forces which are closing in on the Italians from all sides. Further elements of the Italian 24th division have surrendered at Soddu. Fifteen miles west of Lakenti our troops after a sharp engagemen captured a prepared enemy position, taking prisoner thirty colonial troops and also capturing four guns and twenty machine-guns. In Debra Tabor area Indian troops supported by Patriot forces are steadily closing in on the enemy.—Reuter.

The Half-Column
By "Dim"

Though not quite fit as yet, and unable to attend office, my doctor has suggested that indulging in the stimulating activity of writing the Half-Column may do me good and I am, therefore, carrying out my doctor's orders. My first duty is to report the various activities of Gestapo Agent P. Q. 13. Among other things he puts forth the theory that the original letter to the "Times of India" from Sir Homi Mehta and referred to by me as "pitifully unintelligent"—was probably not entirely of his doing but that it was partly drafted by his brilliant pseudo-journalist son, Mr. Russa Mehta, who has now realised that much of his prolific correspondence to the local press never sees the light of day. Two things support this theory of Gestapo Agent P. Q. 13. Firstly, that the same person could not have written two such different letters as the letter to the "Times of India" and the letter in answer to Dim, which appeared in this paper. Secondly, Mr. Russa Mehta has shown signs of being very perturbed about my criticism. Evidence of this second point is to be found in a letter appearing from Mr. Russa Mehta in an obscure commercial paper in which Mr. Russa Mehta professes to do some plain-speaking to me. Among many other personal allegations made by Mr. Russa Mehta he also says that my reason for attacking the "Times of India" is because I once tried for a job there and was turned down. This is as ungenerous as it is untrue.

* * * *

Gestapo Agent P. Q. 13 brings me some other valuable information. He says that some time ago he attended a lecture given at either the Taj or Green's under the auspices of the International Social Club with Professor Daruvala in the chair. The subject of the lecture was freedom of speech in England and the lecturer was complaining how the Lord Chamberlain had refused to grant him leave to produce a play he had written in which God was depicted by an English sargeant with a Union Jack sticking on his bottom! The name of the lecturer was Mr. Aubrey Menon of "Sound News". How charming to think that the man entrusted with the task of bringing home to the thousands of Indian radio-listeners the horrors of Nazism, the pathos and the tragedy of the war has no higher conception of God than of a British sargeant with a Union Jack stuck to his bottom.

* * * *

Thanks, Doctor, I feel better already.

WHAT BRITAIN FEELS TOWARDS US

(Continued from Page 6.)

write or speak with restraint and sometimes even with dignity. Legislation of the most obnoxious kind, discrimination of a type comparable only to the Nazi hatred of the Jew—a matter on which Britain felt so strongly—humiliation of being classed with dogs on tramcars, in public parks and other public places. How these Indians must have felt this bitter humiliation, even as I feel a lump in my throat as I write about them. It is not as if Britain is unaware of what is happening in South Africa and in Britain itself. It is, as Mr. Herbert Morrison, a Socialist mind you, said—something about which nothing can be done. Don't you remember Sir Samuel Hoare once saying: "Let dogs bark but the caravan goes on?" This seems to be still true of what Britain feels towards India. Once I thought that if Sir Samuel had said that to me I would argue with him and try and convince him he was wrong. Now I feel that I would just push his face in.

* * * *

Britain—the last bastion of democracy, Britain—the last hope of the peoples of the world who have been trodden upon by the Nazi oppression, Britain—who has promised to give back to France and Belgium and Holland and Greece and the other countries now under the Nazi heel their lost freedom and who will fight to the bitter end to see that these vanquished peoples will walk over their free countries again, their heads held high; Britain—that is to bring about the new world order; Britain—(if you have read Lord Beaverbrook's gasping appeal to the Canadians) that will have to exert every ounce of energy and that is taking, gallantly we admit, a terrific punishment in this war; Britain—for whom our men are fighting on the desert strands and dying for them; this Britain has not changed one jot towards us and cannot even give an Indian a room in a hotel. Well, all I can say is: "We hope you win the war. But at least leave us alone. Leave us to fight for our freedom. We'll never get that from you."

Hitler's Charge Against Moscow

(Continued from page 1)

of peace to the Western Powers but this offer was rejected because England still then had a chance of getting the co-operation of Balkan countries and Moscow.

Russian Demands

Hitler continued:—

"In the autumn of 1939 and the spring of 1940, Russia tried to bring not only Finland, but also the Baltic States under her yoke. This could only have been directed against Germany. In 1940 Russia had 22 divisions in the Baltic States. The purpose of this was obviously a demonstration against Germany.

Hitler then gave four subjects, he said, M. Molotov had put to him when he visited Berlin. These questions Hitler enumerated as follows:—

FIRSTLY, would Germany give a guarantee to Russia in the case of attack by Russia against Rumanian Bessarabia and Bukovina;

SECONDLY, as Russia felt herself again threatened by Finland, was Germany prepared to aid Finland by sending troops;

THIRDLY, was Germany willing that Russia should grant a guarantee and send troops to Bulgaria;

FOURTHLY, Russia required free, passage through the Dardanelles and the establishment of land and naval bases on the Bosphorus.

Breach Of Pact

After giving Hitler's replies on these points, the proclamation insisted: "The German army and the German home front know that upto now not a single German tank or motorised division has been on its Eastern frontier, whereas Russia had by now 160 divisions facing Germany across that frontier. Russia had broken the German-Soviet Non-Aggression Agreement by organising the "putsch" in Yugoslavia and promising to send arms, planes and munitions to the Serbs through Salonika.

Then he went on: "Russia organised the Putsch in Yugoslavia. This was not from platonic motives and I still kept silent. It was Moscow that demanded the mobilisation of the Serbs." And finally came the fateful words thrown in the face of a power with whom he had concluded "an eternal" pact of non-aggression just before the outbreak of the war. Hitler said: "I have, therefore today decided to put the fate and the future of the German Reich and the German people into the hands of our soldiers. May God help us in this battle."

World's Greatest March

Hitler continued:

"At this moment the greatest marching in the world is taking place. German troops together with Finnish divisions and the conquerors of Norway under the command of the Commanding Officer, Norway, are marching together from East Prussia to the Carpathians. The German and Rumanian forces extend from the Carpathians to the south. This front is not only a protection of single countries but of Europe. I therefore to-day decided again to place the fate and future of the German Reich and our people in the hands of our soldiers. "May God help us in this battle."

In Deadly Enmity

The concluding paragraph of Hitler's proclamation ran as follows: "Bolshevism is opposed to National Socialism in deadly enmity. Bolshevist Moscow desires to stab Nationalist Socialist Germany in the back, while she was engaged in a struggle for her existence. Germany has no intention of remaining inactive in the face of this grave threat to her eastern frontier.

The Fuehrer therefore ordered the German forces to oppose "this menace with all the might at their disposal."

In the coming struggle the German people are fully aware that they are called upon not only to defend their native land but to save the entire civilised world from the deadly dangers of Bolshevism and to clear the way for true social progress in Europe."—Reuter.

Italy Stands By Germany

NEW YORK, June 22.

German troops are just moving into their last minute positions according to the National Broadcasting Company of America's Berlin correspondent.

The Company's Rome correspondent states that Italy will stand by Germany "against this new enemy".—Reuter.

Beware Of Parachutists

LONDON, June 22.

The German High Command broadcast a warning to the civilian population against parachutists.—Reuter.

Uruguay's Attitude

MONTE VIDEO, June 22.

Uruguay will not consider as a belligerent any American nation engaged in war outside the American continent. This was announced to-day.—Reuter.

AMERICA'S AID TO RUSSIA

WASHINGTON, June 22.

Germany's declaration of war on Russia has caused a great sensation in Washington. It is stated Government officials were caught unprepared but President Roosevelt, Mr. Cordell Hull and Lord Halifax were immediately informed. The question of American aid to Russia has already been raised. Senator Pepper said President Roosevelt should immediately declare that Russia will receive aid under the Lease and Lend Act. Senator George quoted by the National Broadcasting Company said: "Hitler has made it clear that he will not let any country run counter to his wishes. This will give the U.S.A. time to meet all her commitments, including aid to Britain and building up of her defences.

Large reinforcements of Russian troops are stated to be arriving in steady stream behind a line of Dneister River. Large concentrations of Russian airforce, it is reported, is being moved up from Kiev to the newly constructed air fields behind southern line. From Bucharest it is reported that the Russians have taken precautions to enable them to blow up bridges of Pruth River.—Reuter.

U.S. SUBMARINE ABANDONED

PORTSMOUTH (New Hampshire), June 22.

The United States Navy has abandoned its efforts to reach the submarine 09. No possibility of life exists in the submarine.

(SEE PAGE 10)

TWENTY-SEVEN NAZI FIGHTERS DESTROYED

LONDON, June 22.

It is officially announced that 27 German fighters were destroyed to-day.—Reuter.

CHURCHILL PROMISAS BR. HELP TO RUSSIA

(Continued from Page 1.)

their native soil and their leaders have called upon them to resist to the utmost.

MONSTER OF WICKEDNESS

Hitler is a monster of wickedness, insatiable in his lust for blood and plunder.

Not content with having all Europe under his heel or else terrorised into various forms of abject submission, he must now carry his work of butchery and desolation among the vast multitudes of Russia and Asia. The terrible military machine, which we and rest of the civilised world so foolishly, so supinely and so insensately allowed the Nazi gangster to build up year by year from almost nothing—this machine cannot stand idle. Unless it rust and fall in pieces, it must in continual motion grinding up human lives and trampling down the homes of hundreds of millions of men. Moreover it must be fed, not only with flesh but with oil.

Mr. Churchill declared: "We shall give whatever help we can to Russia and the Russian people. We have offered the Government of Soviet Russia any technical or economic assistance, which is in our power and which is likely to be of service to them."

NO NEGOTIATION WITH HITLER

Mr. Churchill said: "We have but one aim and it is our resolve to destroy Hitler and every bit of the Nazi regime. We shall never negotiate with Hitler. We shall fight him on land, the sea and in the air until with God's help we win.

Mr. Churchill said that all men who marched with Hitler are our foes. It applies not only to organised States but also to agents of the Nazi regimes. These Quislings, like the Nazi leaders, would be delivered by us on the morrow of victory to the justice of the Allied judgment.—Reuter.

FOURTH TURNING POINT

Mr. Churchill said that the German attack on Russia is the fourth great turning point of the war. Germany's act comes as no surprise to me. In fact I gave M. Stalin warning of what was coming. All we know is that the Russian people are defending their native soil and their leaders have called upon them to resist to the utmost.

Mr. Churchill said that even the carnage and ruin which Hitler's victory, should he gain it—he has not yet gained it—will bring on the Russian people will only be a stepping-stone to an attempt to plunge four or five hundred millions people who live in China and 350 million who live in India into a bottomless pit of human degradation over which the diabolic emblem of Swastika flaunts itself

Mr. Churchill promised Britain's aid to Russia. "I have to declare the decision of His Majesty's Government. We have but one aim and one single irrevocable purpose. We are resolved to destroy Hitler and every vestige of the Nazi regime.

Mr. Churchill added: We shall give whatever help we can to Russia and to Russian people. We shall appeal to all our friends and Allies in every part of the world to take the same course and pursue it steadfastly to the end.

NO CLASS WAR

Mr. Churchill stated: "This is no class war. This is a war in which the whole of the British Empire and the Commonwealth of Nations is engaged without distinction of race, creed or party. It is not for me to speak for the actions of the United States but if Hitler imagines his attack on Russia will cause the slightest diversion of aims or slackening of the effort in the great democracy which is resolved upon his doom, he is woefully mistaken.

"RUSSIA'S DANGER IS OUR DANGER"

Russia's danger is our danger and the danger of the United States. We shall bomb Germany by day as well as by night, making the German people gulp each month a sharper dose of the miseries they have showered upon mankind".—Reuter.

OUT FOR MORE SLAUGHTER

So now this bloodthirsty gutter-snipe must launch his mechanised army upon new fields of slaughter, pillage and devastation. The poor Russian peasants, workmen and soldiers, he must steal from them their daily bread. He must devour their harvest and he must rob them of the oil, which drives their ploughs and thus produce famine without example in human history. It is not too much to say here, this summer evening, that the lives and happiness of a thousand million additional human beings are now menaced with brutal Nazi violence.

That is enough to make us hold our breaths, but presently I shall show you something else that lies behind and something that touches very nearly the life of Britain and the United States. The regime is indistinguishable from the worst features of Communism. It is devoid of all theme and principle, except appetite and racial domination. It excels all forms of human wickedness in the efficiency of its cruelty and ferocious aggression.

HORRID VISION

No one has been more a consistent opponent of Communism than I have been for the last 25 years. I will unsay no word that I have spoken about it. But all this fades away before the spectacle that is now unfolding. The past with its crimes, its follies and its tragedies, flashes away. I see Russian soldiers standing on the threshold of their native land guarding the fields which their fathers had tilled from time immemorial and I see them guarding their homes, where their mothers and wives pray, ah yes, for there are times when all pray for the safety of loved ones, for the return of the breadwinner, of their protector. I see the ten thousand villages of Russia, where means of existence was wrung so hardly from the soil, but where there are still provincial human joys where maidens love and children play. I see advancing upon all this in hideous onslaught the Nazi war machine with its clanking, heel-clicking, dandified Prussian officers, its crafty expert agents fresh from the cowing and tying down of a dozen countries. I see also the dull, drilled, docile, brutish masses of the Hun soldiery plodding on like a swarm of crawling locusts. I see German bombers and fighters in the sky still smarting from the many-a-British whipping going where they hope to find safer and, they believe, an easier prey.

MEN BEHIND NAZI HORROR

Behind all this glare, I see that small group of men who planned, organised and launched this cataract of horrors upon mankind. Then my mind goes back across the years to the days when the Russian armies were our Allies against the same deadly foe, when they fought with so much valour and helped to gain a victory, from a share in which, alas, they were, through no fault of ours, utterly cut off.—Reuter.

I have lived through all this and you will pardon me if I express my feelings at this stir of old memories But now I have to declare the decision of His Majesty's Government and I feel sure it is a decision in which the Great Dominions will in due course concur. But I must speak it now, at once, without a day's delay. I have to make the declaration but can you doubt what our policy will be? We have but one aim and one single irrevocable purpose. We are resolved to destroy Hitler and every vestige of the Nazi regime. From this nothing will turn us—nothing. We shall never parley, we shall never negotiate with Hitler or any of his gang. We shall fight him by land, we shall fight him by sea, we shall fight him in the air until with God's help we will rid the earth of all those who have shadowed it, and liberate the peoples from his yoke. Any man or state who fights against nazism will have our aid. Any man or state who marches with Hitler is our foe. This applies not only to an organised state but to all representatives of that vile race of Quislings who make themselves the tools and agents of the Nazi regime against their fellow countrymen and against the land of their birth. These Quislings, like the Nazi leaders themselves, have not been disposed of by their fellow countrymen, which would save trouble, but will be delivered by us on the morn of victory to the Justice of the Allied tribunals. That is our policy and that is our declaration

Ex-Premier Of C. P. Released On Parole

NAGPUR, June 22.

Owing to the death of his 82-year-old mother, Pandit Ravishanker Shukla, former Premier of the Central Provinces and Berar, has been released on parole for ten days by the Provincial Government.

Pandit Shukla, who was lodged in Seoni Jail, was released at 10 o'clock to-night, and is on his way to Raipur, his home town.—United Press.

Moscow Surprised

Vichy: In Moscow news of war came as a complete surprise to ordinary citizen, according to a Vichy News Agency message.

Morning papers carry routine articles and news and as usual gave only Axis war communiques.—Reuter.

SAVE FOR VICTORY

Remittances for purchase of Sterling War Loans

INDIA		BURMA
Rs. 96,07,957	up to 30 Apl. 1941.	Rs. 15,14,080
.. 6,61,095	In May	.. 1,01,004
Rs. 1,02,69,052		Rs. 16,15,084

Purchases made by direct instruction to Home Bankers are not included above.

LET YOUR SAVINGS HELP TO WIN THE WAR

Inserted by—The British War Savings Committee.

BWS/16

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PROSTRATE for a whole day with GASTRIC PAINS

For over 20 long years, Miss B. C. had suffered with a gastric stomach. Her trouble was a tragedy, a handicap in work and pleasure. "The attack would start suddenly," she writes, "then I would be prostrate, and vomit the whole day. Nothing ever stopped it." But at last, she found the remedy that has brought relief to so many thousands. "I have just finished a bottle of your powder and the relief has been great. Many friends are surprised at the very marvellous result."

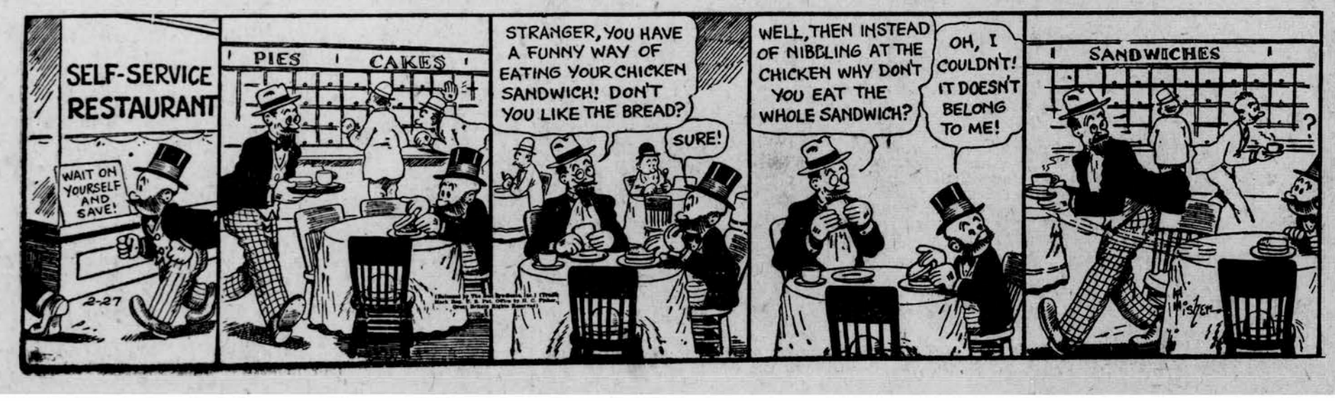
MACLEAN BRAND Stomach Powder always brings this sure relief, because its perfectly balanced alkalis make burning stomach acid harmless as water. Whatever your trouble is — Indigestion, Wind, Flatulence, Biliousness, even the more serious Gastric Ulcer, remember—one spoonful will stop stomach pain. But be sure to see the signature "ALEX. C. MACLEAN" on carton and bottle, and the red seal on the carton, before you buy. None other is genuine Maclean Brand. Never sold loose—only in bottles in cartons (powder or tablets). Sold by all Chemists and Stores.

Look for the Signature—

Alex. C. Maclean

MACLEAN BRAND Stomach Powder

MUTT AND JEFF—Jeff's Just Helping Himself to a Snack — By BUD FISHER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WAIT ON YOURSELF AND SAVE!
2-27
PIES
CAKES
STRANGER, YOU HAVE A FUNNY WAY OF EATING YOUR CHICKEN SANDWICH! DON'T YOU LIKE THE BREAD?
SURE!
WELL, THEN INSTEAD OF NIBBLING AT THE CHICKEN WHY DON'T YOU EAT THE WHOLE SANDWICH?
OH, I COULDN'T! IT DOESN'T BELONG TO ME!
SANDWICHES
?

EVEN THE WORM TURNS

MADURA, June 19.

A curious vengeance on temple gods was taken by the villagers of Mangapatnam in Ramnad District, when they destroyed the temple and pulled out the idols of God Chadayappaswami and Goddess Kathayi Ambal and left them lying on the river-bed in the Vaigai river.

The villagers held the superstitious belief that the village has had a series of misfortunes and reverses ever since the installation of the idols, which took place in the village with great pomp 15 years ago. The idol of Chadayappaswami that has been the victim of the villagers' fury is one of the biggest in the District, being nearly eight feet in height.—A. P.

Mr. Justice Syed Nasim Ali has been nominated by His Excellency Sir John Herbert, Chancellor of Calcutta University, a fellow of the University in place of Mr. Justice Rupendra Kumar Mitter, whose term expired on May 20.—A. P.

COMMERCIAL CORRESPONDENCE AND COMMERCIAL ENGLISH

A Guide to Composition for the Commercial Student and the Business Man. In crown 8vo., cloth, 316 pp. 3s. 6d. Contains instruction on the writing of business composition, with about 340 specimen letters covering the following subjects: General Communications, Proffered Services, Information Required and Supplied, References and Letters of Introduction, Letters of Credit, Inquiries Commissions, Agencies, Orders, Complaints and Claims, Shipping Accounts, Collection of Accounts, Bills of Exchange, Insurance of Goods. A collection of commercial documents in facsimile is appended.

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ROYAPETTAH. MADRAS

TOPICS FROM LONDON

(Continued from Page 6)

beauties of Scottish heather, the cheerfulness of Scottish cows, and the beauties of Scottish flowers, and sent it to Washington with a notex stating:—

"Herewith revised speech. Only trouble with it is that instead of being given the freedom of the city I am afraid that after Edinburgh hears it they will make me queen of the May."

A Masaryk Commemoration

Mr. R. H Bruce Lockhart has become chairman of the Executive Committee of the Czechoslovak Institute in London, and the other day he took the chair at the "Masaryk Commemoration," when leading Czechoslovaks met at the institute to commemorate the anniversary of the great President's birthday.

The ceremony is an annual event which stirs the deepest emotion in the members of this proudly nationalist race Speeches were delivered by Mr. Wickham Steed and Professor Stransky, a member of the Czechoslovak Council. The former was introduced by Mr. Lockhart as "the oldest and most loyal friend of President Masaryk," while the latter was described as being "the foremost champion of liberty wherever it is proclaimed". Mr Steed concluded his speech by saying that, if he had his way, he would compel every member of the two Houses of Parliament to read the last three or four chapters of Masaryk's great book on democracy at least once a month. They could find no better way of discovering the real aims for which Britain is fighting this war.

SIR AKBAR HYDARI FOR BOMBAY

HYDERABAD (Dn.), June 21.

Sir Akbar Hydari, President of H.E.H. the Nizam's Executive Council, accompanied by Nawab Ali Yar Jung Bahadur left for Bombay this evening in connection with the meeting of the States' Ministers' Conference.

It is expected that they will return to Hyderabad on Saturday next.—United Press.

ENGINEERS' PARTY TO HYDARI

HYDERABAD (Dn.), June 19.

That the engineers in the State have not been unconscious of the great progress being achieved, the great schemes being undertaken and completed, the gigantic resources being built up and the strides being taken of which they see manifestations in every walk of life in these Dominions, was the view expressed by Sir Akbar Hydari, President of H. E. H. the Nizam's Executive Council on the occasion of a party given in his honour by the Hyderabad Centre of the Institution of Engineers (India).

"These evidences of progress", Sir Akbar added," are due entirely to the inspiration and the help which we in Government receive from His Exalted Highness. During the thirty years of his rule, Hyderabad has changed beyond recognition, and it is to him more than to anyone else that we should ascribe the qualities of a great builder-even more than that the qualities of a great architect, for there is underlying the structure that he has built and equally great conception, that of achieving a united Hyderabad, enjoying the highest status and stature within the British Commonwealth of Nations."—United Press.

Make this early morning test. First thing on waking up, study your face in the mirror. If you look horrible with puffy eyelids and a muddy complexion, there is something wrong with your inside. Constipation does play havoc with our faces.

SIMPLEST WAY TO HEALTH & BEAUTY

Just take two tablets of CASTOPHENE Chocolate Laxative and its mild yet thorough action will rid your system of all poisonous wastes and give you a flawless complexion.

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News In Brief

SIMLA:—It is learnt that the Central A. R. P. Staff Training School at Calcutta will open on June 30, and A. R. P. Officers from various Provinces will begin their course of training from that date. The training of officers for industrial areas will begin from July 15.

KARACHI:—In response to representations made to them from all over the country, the Government of India, it is understood, have undertaken to consider the question of insuring private buildings in Karachi and other cities in pursuance of their war risk insurance scheme.

SHILLONG:—In the Assam Legislative Council on Wednesday afternoon, an adjournment motion seeking to discuss the indifference of the Government to tackle the situation created by the recent floods in Surma Valley, was withdrawn after an assurance from the Minister of Revenue that the Government were doing everything possible to meet the situation.

His Highness the Baroda Maharaja Saheb has contributed Rs. 20,755 towards His Excellency the Governor of Bombay's War Gifts Fund.

PESHAWAR:—A Sub-Inspector of Excise arrested on Wednesday afternoon at the Sirpur Railway station two inter-provincial smugglers. Thirteen seers of opium smuggled from tribal territory was recovered from them, and a case under the Opium Act has been registered against them.

MADRAS:—A huge snake on the office writing table. This was the experience of a Police Officer of the office of the City Police on Wednesday night. It was a long poisonous snake of the "Kattu Virian" (Russel viper variety) crawling leisuredly on the writing table. The reptile was killed.

SIMLA: It is understood that Mr. Madhava Menon, I.C.S., Under-Secretary, in the Department of Labour, Government of India, is being reverted to Madras, and will be succeeded by Dr. D. S Joshi, I.C.S., at present Officiating Collector and District Magistrate, Surat. Mr. Menon is expected to leave by the end of July.

It is learned that two more meetings of the Export Advisory Council will be held during 1941 One probably in September in Karachi and the other in Madras, probably in December.

PESHAWAR: Autar Singh, who had been arrested in Nowshera, while pasting Communist posters has been convicted under Rule 39 of the Defence of India Rules and sentenced on two counts to nine months' rigorous imprisonment each, both sentences to run concurrently.

RAWALPINDI: Khurshed Ahmed Minto, a student of the Medical College, Lahore, and President of the Punjab Students' Federation, has been sentenced to one year's rigorous imprisonment and fine of Rs. 200, under the Defence of India Rules in connection with a speech made by him.

CALCUTTA: A heavy programme, embodying no fewer than ten legislative proposals awaits the monsoon session of the Bengal Legislative Assembly which commences on July 28. According to the agenda so far drawn up, the House will sit for 36 days, the last sitting being on September 18.

BENARES: Mr. Damodar Swarup, M.L.A., who was released on Thursday from the Benares Central Jail after completing his term of imprisonment is reported to have been arrested soon after his release, under the Defence of India Rules.

NAGPUR: The Governor of the Central Provinces and Berar has promulgated two Acts, extending the life of the Sales of Motor Spirit and Lubricants Taxation (Amendment) Act and of the Indian Stamp (Amendment) Act by one year each.

HYDERABAD (Dn.): The Fifth Session of the Indian History Congress will be held at Hyderabad on the invitation of the Osmania University on December 21, 1941, and will be presided over by Rao Sahib C. S. Srinivasachari University Professor of History Annamalai University.

His Exalted Highness' Government have sanctioned a sum of one lakh towards the construction of an up-to-date hospital at Raichur with all modern equipments. The hospital when completed would be one of the first class hospitals in the State having an X-ray Department.

JUBBULPORE, June 21.

Being disgusted with the alleged autocratic policy of the Officer-in-charge of the Municipal Committee, Jubbulpore, a body which was superseded in September, 1939, on account of its maladministration Mr. Moolshanker Bhai, a non-official adviser to the Committee has resigned his seat.

LAHORE: The policy of the Punjab Government in the matter of recruitment for and promotions in the Public Services is reiterated in a Press "communique", in view of the growing tendency amongst associations and organisations to represent to Government the claims of particular communities.

DARJEELING: The grant of an additional sum of Rs. 2,85,000 as agricultural loan to the District of Bakarganj has been made by the Provincial Government. This makes the total agricultural loans to Bakarganj Rs 10,85,000 besides Rs. 40,300 as gratuitous relief

MADRAS.—In view of the extensive damage caused in Ponani Taluk by the recent cyclone and floods, the Government have appointed Mr. P. P. Govindan Tahsildar Kurumbanad Taluk as special officer in charge of the relief work in Ponani Taluk. He entered on his special duty on Friday.—A. P.

CALCUTTA: Mrs Bharati Devi Ranga, President of the All-India Kisan Sabha, interviewed Swami Sahajanand in the Hazaribagh Jail (Bihar), according to information received here.

Swami Sahajanand is keeping good health, but is suffering from slight cough, according to Mrs Ranga. He is now engaged in writing his autobiography

NEW USES OF SHELLAC IN U. S. A.

Challenge From Synthetic Resin

Although the amount of shellac imports varies with economic conditions in the United States, India is the only important source of supply

During 1939 imports of shellac from India increased markedly as compared with 1938 and although the outbreak of war greatly stimulated imports of this commodity, imports were tending to increase even before the war. This upward trend continued during the first quarter of 1940 when imports of lac, crude, seed, etc. from India reached over 6 million pounds and imports of unbleached shellac amounted to over 9½ million pounds. Imports of these commodities from non-Indian sources as well as all imports of bleached shellac completely ceased.

In addition to the new factors introduced by the war the future of India's export trade with the United States in shellac will be determined largely, on the one hand, by the ability of the shellac trade in the United States to keep its present market and the possibilities of finding new uses for this product, and, on the other hand, the possibility of synthetic resins being substituted for shellac Present indications are that at least in the immediate future shellac will continue to be used for its present purposes. As long as there is no resin or varnish which can compete with shellac as a rapid-dry finish, shellac will continue to hold its position in this field which accounts for about 50 per cent of the shellac consumed in the United States.

Similar situation exists in the cases of lacquers, phonograph records and, incidentally, the revival of the phonograph industry during the past few years in the U. S. A. promises increased demand for shellac. Furthermore the result of research in the field of shellac in India, London, and New York indicates that many new uses for shellac are possible. Although still in the experimental stage, shellac is already being used to manufacture new water-resistant finishes, rapid setting resins for plastics, wax-like resins which can be blended with petroleum products, new sizes for paper and chemicals for organic synthesis. Nor does this exhaust new uses for shellac.

SUBSTITUTE

The commercial development of synthetic resins is of comparatively recent origin. Until 1929 the tar-acid resins for moulding were the only commercially important ones on the market. Since then new commercial products have appeared rapidly:—cast phenolic resins for novelties of unusual brilliancy and colour; urea resigns to meet the need for light coloured thermosetting resins in moulded articles; alkyd resins for use in new surface coatings; vinyl resins for moulded products and safety glass, and others.

ALSOP AND KINTNER JOIN SERVICES

LONDON, June 16.

The "Daily Telegraph" New York Correspondent cabled on June 15:—

"One of the best written and informed columns in the United States Press will disappear, at least temporarily following the publication in the New York "Herald-Tribune" and other newspapers of a farewell article by Joseph Alsop and Robert Kintner. Both these writers have decided that the present situation calls for action rather than words and have been accepted for service in the Naval Reserve and the Army respectively."

INDIAN ORDER OF MERIT

For Bravery And Heroism At Keren

SIMLA, June 21.

His Excellency the Viceroy has sanctioned the following awards of the Indian Order of Merit (Second Class) for gallantry during the fighting which led to the fall of Keren. In the case of Posthumous Awards, the widow, if any, is admitted to the pension of the order from the date of the recipient's death.

No. 5478, Naik Vishnu Mane, 5th Mahratta Light Infantry. During the night of January 11/12 when Vishnu Mane's section was advancing to the attack, his light machine-gunner was ambushed and killed by a concealed machine-gun about twenty yards away. Naik Vishnu Mane was himself severely hit, but seized the gun and fired burst after burst into the enemy post. He was again hit, this time mortally but continued to fire until he had silenced the enemy gun. His section then destroyed the gun and went on to its objective Throughout this and previous actions Naik Vishnu Mane's conduct had been beyond praise and he had always set a very high example to his men. He receives a Posthumous Award of the Indian Order of Merit, Second Class

PERSONAL BRAVERY

No. 16249, Lance Naik Bhaira Ram, 6th Rajputana Rifles During the night outside Keren on February 6, Lance Naik Bhaira Ram was left in command of a platoon which, after a whole day of continuous shelling and constant enemy attacks, had been reduced to only seven men. A night attack followed, so heavy that a neighbouring platoon was forced to withdraw, while the main brunt of the attack fell on this Lance Naik's tiny platoon post. Knowing that if the enemy managed to penetrate further the whole area defended by his battalion would be endangered Bhaira Ram fought on grimly. His personal bravery and the example he set to his men resulted in the enemy attack being beaten off with bayonet and grenade, while Bhaira Ram himself and two men chased them off the ridge to his front and down the hill When all was over, eleven enemy dead lay around his post and many others on the hillside.

WOUNDED THREE TIMES

No. 11773 (P/A. Havildar) Bhima Ram, 6th Rajputana Rifles. On the same day, near Brigadier' Peak, Bhima Ram, though wounded three times, refused to leave his platoon. He had only eight men left, and his position was heavily counter-attacked by the enemy, but he held on and set a fine example which undoubtedly played a great part in the retention of the position. Only when he could not carry on any further, was he evacuated to the regimental aid post—and then only under orders from his Company Commander.

HIT THRICE

No. 1140 Havildar Sheodan Singh, 6th Rajputana Rifles During the attack on Acqua Col at the foot of Mount Zefale on the outskirts of Keren, on February 12, Sheodan Singh was severely wounded in the left arm by a bomb from a motar. He bound up his arm and went on to lead the final assault on the objective set for his company. On reaching the objective, he was again very seriously wounded by two enemy hand-grenades and could not stand without support: he leant against a tree and went on hurling grenades at the enemy, until he was hit third time and rolled down the hill.

CAPTURED ENEMY POST

No. 12533, Naik Ujagar Singh, 11th Sikh Regiment. During the attack on the same hill Ujagar Singh captured an enemy machine-gun post single-handed in the face of heavy fire from rifles motars and grenades. He killed two men with his rifle and then bombed and bayonetted the remainder of the post, capturing the gun. Shortly afterwards he was severely wounded by a grenade, but he would not leave his men, until he was definitely ordered to go and have his wounds dressed.—A. P.

Holi Incident Cases To Be Withdrawn?

PESHAWAR, June 15.

A deputation of leading Hindu citizens led by Rai Bahadur Mehr Chand Khanna, saw the Senior Superintendent of Police, Peshawar, in connection with the Holi incident, when there was a scuffle between some of the processionists and the police.

The deputation expressed regret over the incident, which was regarded as unfortunate and said that it would be in the fitness of things if both the sides acted upon the policy of forget and forgive. The deputationists requested the Senior Superintendent of Police to withdraw cases against those, who had been arrested in this connection.

The Senior Superintendent of Police is understood to have promised to recommend the withdrawal of cases to the Government.—A. P.

There's a watch for everybody illustrated and described in our comprehensive catalogue. Among the round shape wrist models, the West End "Keepsake" holds pride of place, superlative in quality—fully jewelled—fully compensated—light in weight—small enough to be dainty yet large enough to carry a strong accurate 11"' size movement, the "Keepsake" combines good time-keeping and attractiveness in a form suitable for wear by both ladies and gentlemen

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No. 5

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. . . . . **HE WON'T PASS**

Of course not, he is often absent, out of action, thanks to a splitting headache. This may happen at critical moments when everything's at stake. Pity that boy does not know about SARIDON, the perfect pain killer which relieves within 10 minutes, acts for hours and has no after effects. Whatever your ache, wherever your pain, SARIDON puts you right in no time. Sold everywhere in envelopes of 2 and tubes of 10 tablets.

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BOMBAY: MONDAY, JUNE 23, 1941

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Kamaladevi On U.S.A.'s Interest In India

Enthusiastic Reception In Japan

Writing to a friend Mr. Kamaladevi Chattopadhyaya says:—

"I am writing this as I get into Honolulu. I sailed on the 20th of April from San Francisco. I am breaking journey in Honolulu and may not get another boat for three weeks or so. Then I shall go direct to Yokohama. Almost everybody visiting Japan, people who had liked Japan very much before, all say, it is not at all a pleasant place to be in just now. Well any way I shall step in and see what it is like.

I felt sorry to leave the States, but I was feeling a sense of futility. Conditions are getting hard. But, inspite of everything people have greater interest in India and sympathy for her than one gets in Europe.

The bureaucratic machines work alike everywhere. America is no exception. The same fear of going against administrative policy, the same one-sided propaganda. The only difference is that whereas we in India have grown much more disillusioned, people here still have faith. They believe so much of what they hear. They are not convinced. If you begin to argue with them, they collapse.

I don't know when I will be in India. I don't think I will know until I leave Shanghai for Hongkong. I am planning to take the plane from there. I may spend a month or two in Japan. It all depends on boat connections. They are uncertain these days."

KAMALADEVI ARIVES IN JAPAN

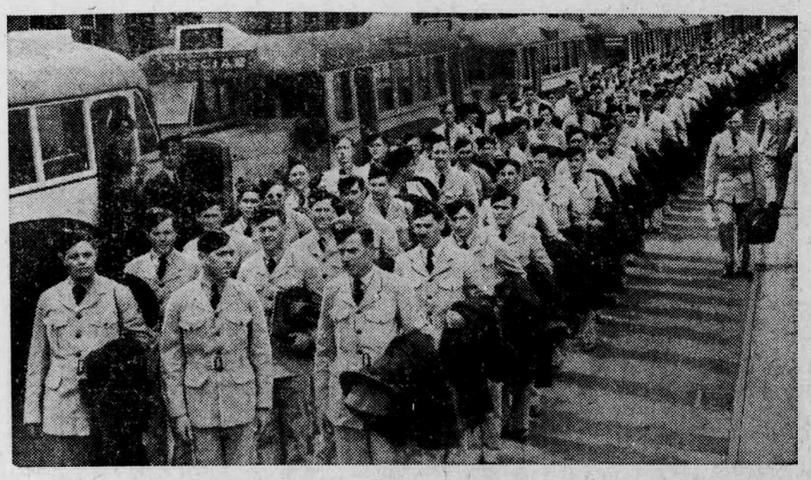
(From A Correspondent.)

KOBE (Japan), April 17.

Mrs. Kamaladevi who arrived here from America had a most enthusiastic reception. She has numerous invitations to speak. At the first public meeting the hall was packed to overflowing. More than 5,000 people attended. "I have scores of letters of greetings and hopes for India coming in every day. I had not quite expected so much—had not thought I would ever be able to address meetings. There is very genuine sympathy amongst the people for our country," she said when interviewed.

Yesterday the Kobe Chamber of Commerce had a big function and many of the leading people were there. Mrs. Kamaladevi took the occasion to also state what India thought of the Sino-Japanese conflict.

The Municipality has given her a car for visiting institutions. I am seeing as much as I can," she told me.



Long lines of British Empire Air Scheme men as they were on their way to embark from Australia for Canada on the completion of their training. Thus, from all parts of the world—save, from India—men are gathered and trained by a scheme that will in the not-so-distant future produce a mighty air armada for the Empire.

SIR MOHD. YAKUB'S MESSAGE

HYDERABAD (Dn.), June 21.

"The laying of the foundation stone of the Shipbuilding Yard is a step forward in India's march to the goal of her aspiration. It is by starting such an industry and taking steps for making India independent and self-sufficient for the purpose of her sea, air and land defences and we can achieve our political emancipation: I congratulate the promoters of the scheme and particularly my friend Mr. Walchand Hirachand on their great step forward in a right direction. Vizagapatam is so closely associated with Hyderabad that its future development must be a source of great satisfaction to those who have the well-being of the Dominions of H. E. H. the Nizam of Hyderabad and Berar in their heart", says Sir Mohd. Yakub congratulating the management of the Scindia Steam Navigation Company in connection with the laying foundation stone ceremony of the first Shipbuilding Yard in India.—United Press.

'GANDHIGRAM'

VIZAGAPATAM, June 21.

The "United Press" is authorised to announce that the Scindia's new Shipbuilding Yard has been named 'Gandhigram'.

It is estimated that a labour colony which is being constructed near Gandhigram to maintain a regular force of skilled and unskilled workers on the spot will cost the Scindia Company Rs. 4,00,000 initially. About a sum of Rs. 2,00,000 has so far been spent for preliminary works in the Yard.—United Press.

'Greyrock' Unable To Sail

NEW YORK, June 21.

The United States freighter "Greyrock" has been unable to sail as scheduled for Capetown as the crew refused to sign on, when the owners rejected their demand for a bonus and larger war risk insurance.

The owners said that the cost would amount to about 800 dollars a month per man. The crew, all Union members, quoted the sinking of the "Robinmoor" as a justification for their demands.—Reuter.

KUMARARAJA'S MESSAGE

MADRAS, June 21.

A message wishing all success and prosperity to the new shipbuilding yard the foundation stone of which is being laid today by Babu Rajendra Prasad at Vizagapatam has been sent by Kumararaja Sir M. A. Muthia Chettiar, President of the Southern India Chamber of Commerce on behalf of himself and the Members of the Chamber.—A. P.

U. S. TO DEMAND

Reparations From Germany

WASHINGTON, June 22.

Mr. Sumner Welles announced that a strong note addressed to the German Government demanding reparations for the destruction of the American steamer "Robinmoor" may be expected shortly.

He informed reporters that this demand would be made as soon as the proper amount of compensation had been decided.

Mr. Sumner Welles also announced that he had requested the German Charge d'Affaires to transmit to the German Government a copy of President Rossevelt's message to Congress denouncing the destruction of the "Robinmoor".—Reuter.

FATE OF AMERICAN SUBMARINE

PORTSMOUTH (America), June 21.

"I do not think there is any hope" said Rear Admiral Richard Edwards, Commander of the submarines of the United States Atlantic Fleet, this afternoon (Saturday) referring to the rescue operations of Submarine 09. He said that it was feared she was "probably crushed"

The Commander earlier pointed out that the pressure at that depth was approximately 176 pounds per square inch. Nevertheless, two divers were now preparing a deep-sea descent to investigate.—Reuter.

Anxiety For Overdue U. S. Submarine

WASHINGTON, June 20.

375 feet below the surface on deep-diving trials on American submarine with two officers and 31 men aboard is seven hours overdue off the coast of Portsmouth (New Hampshire).

"Serious concern is felt for its safety," says the Navy Department and it is revealed that she is near the spot where the illfated "Squalus" met with disaster two years ago.—Reuter.

Netherlands East Indies Navy

LONDON, June 21.

The Netherlands East Indies Navy will be considerably reinforced, states the Batavia Radio. Large numbers of men are being drafted into the Navy and 13 1/2 million guilders have been earmarked for naval work already begun.

The Major portion of the amount will be spent on work on the naval base at Sourabaya.—Reuter.

Dutch West Indies' Defence

LONDON, June 20.

The Netherlands Colonial Minister has returned to New York from a visit to the Dutch West Indies.

In an interview he expressed satisfaction with what he had seen there. It had been decided to strengthen the anti-aircraft batteries of the island to protect bauxite and other industries.

He said, he was particularly pleased with the interception by the Netherlands warship of the French steamer Winnipeg carrying 210 Germans aboard, and he had reason to believe that they were pilots and air technicians.

Dr. Van Kleefens left New York by air for Lisbon.—Reuter

BATTLE OF THE ATLANTIC

Alexander On Germany's Heavy Damage

LONDON, June 21.

The battle of the Atlantic is fierce and eventful but every day and every night British counter-attacks both by surface vessels and aircraft were increasing and the Germans were undoubtedly suffering heavy damage.

This statement was made by Mr. Alexander, First Lord of the Admiralty, speaking at Mansfield to-day.—Reuter.

SURVIVORS FROM FRENCH SHIP

LISBON, June 20.

A Portuguese vessel has arrived at Leixoes (Port of Oporto) with five survivors of the sunk French ship "Djurdjuras."

The survivors, who were picked up from a small boat stated that 35 of their companions perished, when the ship was hit by three shots from a submarine. The vessel foundered in thirty seconds.—Reuter.

Reinforcements For Azores

VICHY, June 21.

Further reinforcements have been sent to Azores, according to a Lisbon dispatch to the Vichy News Agency.

A detachment of artillery with material left Lisbon in the Portuguese liner "Carvalho Araujo."—Reuter.

INDORE, June 21.

H. H. the Maharaja Holkar has sanctioned a donation of Rs 3,000 for building a Cottage, to be named "Holkar Cottage" at the newly opened Lady Linlithgow Anti Tuberculosis Sanatorium at Kasauli.

ANOMALOUS TO ASK

SLAVE NATION TO HELP SLAVE-OWNER!

"Betraying Amazing Ignorance": Indian Women's Reply To Br. Women's Appeal

WARDHA, June 21.

The following statement has been issued over the signatures of Mrs. Sarojini Naidu, Mrs. Rameshwari Nehru, Mrs. Vijayalakshmi Pandit, Rani Laxmibai Rajwade, Mrs. Radhabai Subbaroyan, Mrs. Ammu Swaminathan and Rajkumari Amrit Kaur of the All-India Women's Conferencee, in reply to the British women's message to India's women:—

"We have very carefully studied your message addressed to Indian women. We write this in our individual capacity, as also that of representative members of the All-India Women's Conference which, as you know, is an organisation of 15 years' standing. We mention this to show that what we state here is not only our deep personal conviction, but also, as far as we can judge, the conviction of a large body of India's women.

AMAZING IGNORANCE

"It is scarcely necessary to tell you that we appreciate the sincerity of the appeal, but we are amazed at the ignorance betrayed in it of the realities. Indeed, your Prime Minister by contrast shows grasp of the realities, which is refreshing, however painful it may be. He has no misgivings about the status that India occupies in British mind. It is a dependency which can and is being utilised at the British will. He knows that he does not need the consent or co-operation of India's thinking sons and daughters in anything that Britain wants for fighting her war. He takes care to pay tribute to the valour of Indian soldiers, who are part of the army of occupation.

"In India, the soldiers, you should know, are wholly unconnected with national life and activities. They may not freely see any nationalist without incurring heavy penalties, nor your Prime Minister has any difficulty in raising either by taxation or so-called voluntary contributions the money he wants. We cannot complain of this helplessness, but we must not be blind to the facts. How can there be the association, in such situation, of India that is impatient of foreign yoke, with the forcible aid we have adverted to?

AN UNTRUTH

"The fact is that you are wholly wrong in your estimate of things. We are surprised at your quoting untruth contained in President Roosevelt's pronouncement: "To-day, the whole world is divided between human slavery and human freedom." The fact is that there is no such thing as human freedom for the Asiatic races certainly not for India; nor is there for the virile Africans. The result, whatever it may be, of the war will not alter their condition for the better, save through their own efforts, as we see the realities. It is this: it is a war between the British Empire and the Nazis and Fascists for world domination, meaning in effect the exploitation of non-European races.

"We cannot be in love with Nazism and Fascism, but we may not be expected to be in love with British Imperialism.

THE INITIAL SIN.

"Now perhaps you will understand why we as women are against all war. Women's parties are just now to stand up for truth and non-violence, as against untruth and violence which surrounds us. We admire the self-sacrifice of British women, of which you write with just pride. How we wish you had taken a braver and prouder part by telling your men to wash their hands clean of human blood! You might not have to succeed all at once, but you would have led the way to the establishment of permanent peace. We take leave to doubt the wisdom of women aping men in the black art of human slaughter on a scale hitherto unknown.

"Lastly, let us point out the anomaly of British women asking India, though a slave nation, to help the slave owner in distress instead of asking the slave-owner to undo the wrong and cure himself of the initial sin, and thus ensure the moral justness of his position.

"This presentation of the picture may appear unpleasant to you, but it is nonetheless sincere and we could not answer your sincerity except by being equally sincere."—United Press.

"HER QUESTIONS UNANSWERABLE"

Mrs. Rathbone's Reply To Her Indian Critics

LONDON, June 21.

Following is a reply by Mrs. Eleanor Rathbone to comments on her Indian letter.

"Reports have reached me of several comments on my letter to Indian friends, including one from Sir Rabindranath Tagore Writing as he says from the sick bed, I think he cannot fully have read my letter. Otherwise he could not have completely ignored its main purpose and have merely repeated as my other hostile critics do, the old charges against British rule which I was not concerned to defend. My purpose was simply to ask Indians who care as I do, for the cause of Indian progress, to consider whether the non-co-operating movement is really helping that cause

On March 28, 1939 Pandit Nehru wrote "India's freedom will not be worth many days' purchase if Fascism or Nazism dominates the world". Is that less true today? By evading the issue in their comments on my letter by critics show, I think, that they find these questions unanswerable —Reuter.

New Zealand Premier In England

LONDON, June 20.

The New Zealand Prime Minister Mr. Peter Fraser arrived in England by air to-day He has come at the invitation of the British Government to discuss various aspects of the war situation.

During his visit he will attend a meeting of the War Cabinet.—Reuter.

King George Trophy

LONDON, June 21.

The National Rifle Association has announced the results of shooting throughout the British Empire for the King George the Fifth Trophy in connection with the imperial challenge shields competitions last year.

South Africa won the tropny with an average of 81.848 out of a possible hundred. South Africa won 42 silver and bronze medals, Canada 25 and India 8.—Reuter.

Edgar Wallace's Detective Story Day By Day

INSPECTOR WADE — THE YELLOW BEETLE

YOUR CRYSTAL SHOWED THE MURDERED MEN / HOW DID YOU KNOW ABOUT THEM ?
LOOK AGAIN / THERE IS MORE /
THESE MURDERS ARE NOT FINISHED. THE CRYSTAL WILL SHOW YOU THE NEXT VICTIM!
MISS MORTON!
ONCE AGAIN THE MISTS SWIRL IN THE CRYSTAL, SWIRL AND CLEAR.....
Z-7
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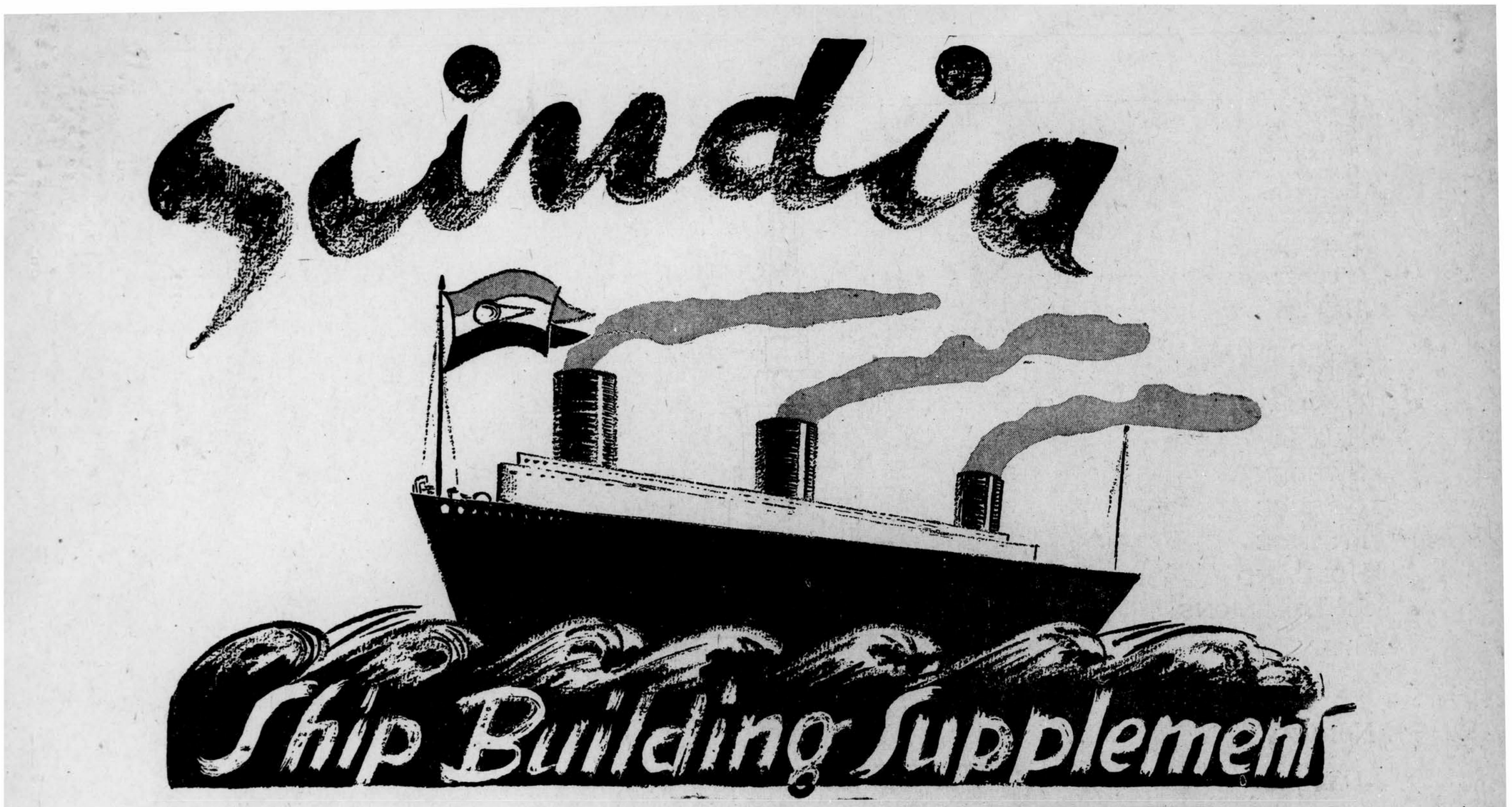


BOMBAY: Monday, June 23 1941 Of The Bombay Chronicle

OUR SHIPS SHALL SAIL THE OCEANS AGAIN!

REVIVING PAST GLORIES OF INDIAN SHIP-BUILDING INDUSTRY

No Industrial Development Possible Without National Freedom

WALCHAND HIRACHAND REQUESTS RAJEN BABU TO BLESS SCINDIA'S SHIP-BUILDING YARD AT VIZAGAPATAM

The following is the text of the speech delivered by Mr. Walchand Hirachand, Chairman, The Scindia Steam Navigation Co., Ltd., while requesting Syt. Babu Rajendra Prasad to bless the Company's Shipbuilding Yard at Vizagapatam on Saturday, 21st June.

Babu Rajendra Prasad, Ladies and Gentlemen,

On behalf of the great national organisation, the Scindia Company, of which I am the Chairman, and on behalf of myself, it is once again my proud privilege and great good fortune to welcome in our midst a great national leader like you, Babu Rajendra Prasad, on this historic occasion of laying the Foundation Stone of the first Indian Shipbuilding Yard and thereby initiating the first step of reviving the past glories of the Indian Shipbuilding Industry and to express on behalf of my colleagues and myself our grateful thanks for the great honour which you, Sir, have done to us this afternoon by gracing this important occasion with your distinguished and inspiring presence.

Support Of National Leaders

During all the struggles which the Scindia Company, as the vital and integral part of national shipping has faced, has been facing and I am afraid will have to face in the future a beneficent destiny seems to have ordained that it should receive the invigorating inspiration and the unfailing support of those who breathe the life and sustain the soul of the great national organisation which has been struggling for our national independence. It was on the 5th April, 1919, that for the first time in the history of Indian Shipping, an Indian passenger ship with a number of India's distinguished sons and daughters sailed from Bombay for England and it is a strange but inspiring coincidence that the celebration of the National Week for National Independence was also inaugurated from that day and that Mahatma Gandhi, the living embodiment of the soul of the nation, himself went to the great founder of the Scindia Company, Sheth Narottam Morarjee, and blessed him and the Company with his sincere wishes for the success of the Indian shipping industry for which the first step was being taken on that important day, the 5th April, 1919. The blessings and the inspiration which national shipping received from its very birth from the great and revered leader of the nation, Mahatma Gandhi, have continued all these years to enliven its growth from early childhood to healthy, vigorous and expressive adolescence—adolescence that is conscious of its limitations, confident of its powers and hopeful of its future.

Why Indian Shipping Had To Perish!

"The cottage industry of India had to perish in order that Lancashire might flourish. The Indian shipping had to perish so that British shipping might flourish. In a word, we were suppressed in order to enable the British to live on the heights of Simla."

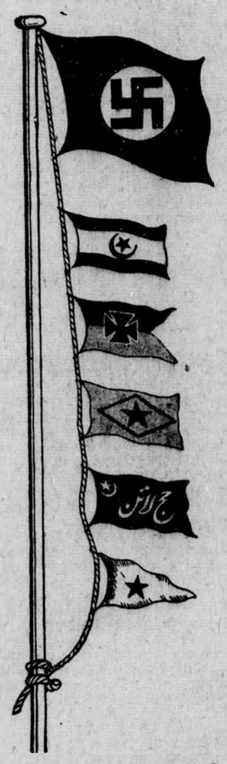
—MAHATMA GANDHI

It was in 1927 that that indomitable fighter for the rights of our people, Shriyut Vithalbhai Patel, launched the first ship specially built for the Scindia from a Shipyard at Glasgow and it was again in 1929 that that born leader of men, Shriyut Pandit Motilal Nehru, blessed the company and sent its second ship built also at Glasgow, on her successful career on the waters of the Clyde. It was in 1936 that Shriyut Bhulabhai, the distinguished leader of the Opposition in the Central Legislature, laid the Foundation Stone of the Scindia House and welcomed the first triumphant expression of the struggles of National Shipping, for a long, stable and useful life. It was just at the beginning of 1938 that Pandit Jawaharlal Nehru, the hero of a hundred battles for the freedom of our motherland, the idol of the youth, the hope of the nation, a patriot who has spent a great part of his life as His Majesty's Guest and who has completely dedicated himself to the service of his country did us the honour as the Rashtrapathi of India of visiting with the members of his Working Committee, the S.S. "EL MADINA," the specially built ship of the Scindia Company for the pilgrim service and gave later an inspiring message inscribed on the invitation card, namely:

"I am impatient to see Indian ships carrying the flag of India across distant seas to far away countries."

Inspiring Words

And last but not the least it was in December, 1938, that the great Sardar, whose courage and determination for organising all conflicting forces of the nation for achieving National Independence are irresistible and whose presence makes you conscious of your real national manhood, declared the Scindia House open and expressed the hope that the Scindia Company would derive "some strength and consolation through the co-operation of people like ourselves who have also faced difficulties and suffered in similar struggles against foreign interests" and encouraged the Company in inspiring words to have faith in its future destiny so that "the flag of India will fly all over the world and that the Scindia's prestige and reputation will increase in the days to come." This is how this great national Company has in its varied struggles had the good fortune of receiving the support, the guidance, the driving force and the inspiration from the great national organisation which itself has been ceaselessly fighting for enabling a free India to shape her own destiny and to so evolve her inherent strength as will compel all to honour her dignity, to respect her voice, to recognise her Independence and to allow her to fulfil her mission as an equal among other great and free nations of the world.



Flags of Scindia and its associated companies.

Scindia Willing To Serve National Cause

The Scindia Company is anxious to secure for the Indian Merchant Navy of which it is an integral part, the freedom and opportunity for carrying India's maritime trades on all seas, so that it may be of some little service and help to the great national organisation in enabling it to fulfil its mission of securing national Independence.

Tribute To Rajen Babu

It is the further good fortune of the Scindia Company to-day that the Foundation Stone of its new enterprise, the Shipbuilding Yard, was laid this morning by another great patriot whose services are as great as those of the leaders whom I have mentioned above. Babu Rajendra Prasad is a man of action. His simplicity of manners, his kindness of heart, his innate courtesy radiating his great culture and his deep devotion to duty reveal the dignity and the greatness of a noble soul. Great as the innumerable services of Babu Rajendra Prasad are to India in her fight for Independence and high and irresistible as his place is in that heroic fight, greater still are his services for the uplift of the suppressed, the oppressed, the depressed and the down trodden humanity and whether it was in Champaranya or whether it was at Motihari, whether it was in Bihar or whether it was at any other place in India, his soul burns to obtain justice for those to whom justice is denied and to secure the dignity and the rights of human beings for those who are treated as untouchable pariahs either by the Rulers or by the Ruled. Babu Rajendra Prasad is living the great ideal to which he himself gave expression some time ago that India's liberation lies really through the ideal of true and selfless service.

And may I, now that we have such a great patriot in our midst, request him to bless our efforts in connection with this new enterprise. Before, however I request him to do so, you will, I hope, permit me to give you some idea of the travails and pangs which we have had to suffer and the struggles and disappointments that lie ahead of us in the establishing of, and in securing the stable existence of the Indian Shipbuilding industry.

"We Have Talent, Men And Resources"

"We have been in the past a great maritime Nation, and even to-day we have the talent, the trained men and the resources to build up great shipping services.

"I am impatient to see Indian ships carrying the flag of India across the distant seas to far away countries."

PANDIT JAWAHARLAL NEHRU

Guests Welcomed

Before I proceed to narrate my story, let me offer on behalf of the Scindia Company and myself our most cordial welcome to all of you, Ladies and Gentlemen, for responding to our invitation and for taking the trouble of joining us in the celebration of this historic function.

When Our Ships Sailed The Oceans

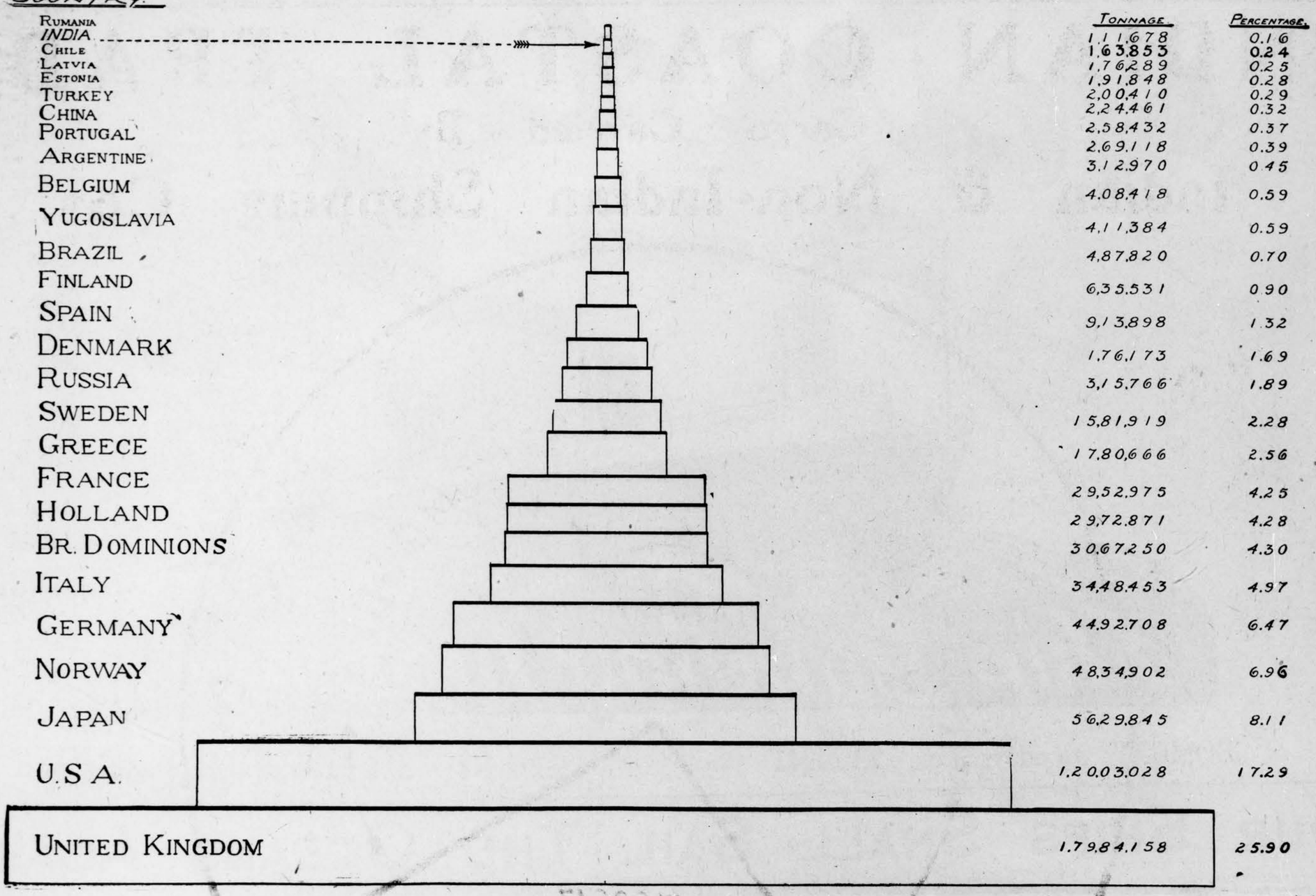
From earliest times, India has been justly famous for her great Shipbuilding industry. Centuries before the British began to shake India as their Pagoda tree and exploit her as their milch cow, India used to carry India's rich products to far and distant seas in ships built in India—ships which had become famous for their elegance, workmanship and utility. Even England had to recognise the greatness and superiority of the Indian Shipbuilding industry in that period so much so that she built several ships required for the British Navy and the British trade in Indian Yards. With the consolidation, however, of the British power in India the competitive strength and the economic efficiency of Indian-built ships aroused the jealousy of the British Shipbuilders and the British people and the presence of Indian ships laden with Indian produce arriving in the Port of London steeled their determination to take all possible steps to ruin this old and famous industry of this ancient land. Dr. Taylor, the well-known historian of the 19th century observes in a famous passage in his book "Ancient and Modern India" that

"the arrival in the port of London of Indian produce in Indian-built ships created a sensation among the monopolists which could not be exceeded if a hostile fleet had appeared in the Thames. Shipbuilders of the Port of London took the lead in raising the cry of alarm. They declared that their business was in danger and that the families of all the shipwrights in England were certain to be reduced to starvation."

Their cry did not go in vain. Indian-built ships were not accepted on the British Register and the carriage of cargo in Indian-built ships between India and England was discouraged in every conceivable way. After stating reasons against shipbuilding and ship-manning in India and after damning Indian sailors as physically unfit to stand the perils of the sea and the strain of the long voyages between England and India,—sailors whose seamanship, power of endurance and spirit of enterprise, in braving the perils of the sea along with their British comrades, in England's hour of crisis, had received the highest praises during the last war and are drawing forth again the great admiration of all during the present war also—the Court of Directors remark in their letter to the House of Lords dated the the 27th January, 1801, that

"No British heart would wish

(Continued on page II.)



Tonnage (Over A Lac Of Gross Tons) Owned by Different Maritime Countries of the World

(Continued from page 1.)

that any of the brave men who have merited so much of their country should be without bread, whilst natives of the east brought the ships belonging to our own subjects into our own ports. Considered, therefore, in a physical, moral, commercial, and political view, the apparent consequences of admitting these Indian sailors largely into our navigation, form a strong additional objection to the concessions of the proposed privilege to any ships manned by them."

Once again history repeated itself. Indian shipbuilding industry had to perish so that the British Shipbuilders could live and flourish. The East India Company could not use Indian-built ships and thus began under India's political subjection to Britain the decline and fall of a great industry of India. I, however, do not wish on this occasion to develop this argument and lament over the ruin of the famous Shipbuilding industry of India. But I am deeply anxious to revive and rebuild this ruined industry of India and therefore look forward to the day when it can attain a glorious position in the future as it had reached in the past. I am, therefore, extremely concerned with the difficulties that we have to face and with the forces against which we have to work and I hope to recount some of them as I proceed with my story.

Struggles Of Scindia

When we started the Scindia Company in 1919, we also conceived the plan of building our ships in Indian Yards. Our ideal was that India should develop an Indian Merchant Navy consisting of ships built in Indian Shipbuilding Yards and that that Indian Merchant Navy should be owned, controlled managed and manned by Indians. The late Seth Narottam Morarjee, the father and founder of the Indian Shipping Industry and I proceeded to England in 1919 and discussed the plan for the establishment of a Shipbuilding and Ship-repairing Yard in India with experts in that land. Mr. Knudsen, a great Shipbuilding expert considerably assisted us in our plan and was requested to come over to India so that active steps might be taken to further our project of building ships for India in India itself. Fates, however, seem to be working against us. Just as we had concluded the preliminaries and were about to start for the site that we proposed to acquire near Calcutta in 1921 for our project, Mr. Knudsen unfortunately died of Ptomaine poisoning. This unexpected blow gave a serious setback to our project which we found difficult to revive during the period of strangling rate-war carried on by the B. I. and the deep depression that followed. We had lost almost half of our capital during those years. It required some years for the Company to stabilise its position and we could not therefore actively proceed with our project before 1933 when we began once again to look out for a suitable site for the establishment of a Shipbuilding Yard in this country.

We negotiated with the Bombay Port Trust but we found that there were serious difficulties in obtaining a suitable site for our Yard in that Port. Calcutta was our next choice. The question of a suitable site was discussed with the Chairman of the Calcutta Port Commissioners, Sir Thomas Elderton as far back as 1935. He was unable to indicate any site to us. Fortunately in 1937, our technical expert hit upon a site near King George's Dock at Calcutta. Mr. Burns, the Deputy Chairman of the Calcutta Port Commissioners admitted that that site seemed to be a suitable one. We started our conversations for the acquisition of that site and there began our real trouble.

Sir Thomas Elderton indicated a scale of rent for that site which was unjustifiable and would have been an unbearable burden for this new enterprise. We were asked to pay a rent which would have started somewhere at about Rs. 1,78,000 per year and would have gone beyond Rs. 3,00,000/- per year in the course of the next 30 years. I, therefore, took advantage of the presence of the Commerce Member in Calcutta at the end of December, 1939 and requested him to go round the site which he readily did. He seemed to be impressed with our project and promised to do what he possibly could, to help us for establishing a Shipbuilding Yard.

Difficulties Galore

Loss Of Valuable Time

We were in the midst of the war. Ships after ships were going down. Indian ships had already been commandeered. There were proposals for requisitioning further Indian ships. Time was therefore of the essence of the contract. I was anxious that not a day should be lost but that I should go ahead with the project so that ships could be built at the earliest possible moment in the Indian Yard for the benefit of all concerned. I therefore went out of my way and agreed to abide by any decision which the Commerce Member might take in regard to the fixing of the rental for the site at Calcutta. The Indian Commerce Member however failed to persuade the European Chairman of the Calcutta Port Commissioners to proceed either to Delhi or to Simla to discuss the matter with him although, as Commerce Member, he had the authority of the Government of India at his back. Six valuable months were lost. My patience was exhausted. I began to look for a site for our project at some other port.

Negotiations For Vizagapatam Site

I proceeded to Simla in July last and as a result of negotiations the Company was able to secure the present site for its project at this port. Some kind friend did observe that I should feel very grateful for this valuable "concession." I told him that I was grateful to the Government for giving the Company the possession of this site but I asked him whether it was a "concession" at all. Only the other day Vizagapatam was a deficit port and and a proposal to close it was actually on the anvil. Neither has the Company got any "special terms" as regards the rent nor has the Company got any "other privileges" in the working out of its project or in the running of its Yard. On the contrary, the starting of the Shipbuilding industry at this port, believe me, will add to the value and prosperity of this Port in a variety of ways, and the contribution which the Yard would make to its revenue will be of considerable help in its economic running in the future. There was no doubt, some "consideration" for the project. There was, however, no "concession" for it at all.

We proceeded with the preliminary work in connection with the laying out of our Shipbuilding Yard in accordance with the advice received from our Consulting Engineers, Sir Alexander Gibb & Partners. A senior representative of that firm specially came out to India in September last and after carefully inspecting the site, made some useful suggestions. We started the work immediately so that we might be able to lay out at least two slips where could be built at least four ships per year of the size of 8000/10000 tons. I need not add that the site was fully approved by Sir Alexander Gibb & Partners and that the whole work in regard to the establishment of the Yard is carried out under their advice and supervision. Our project when fully developed is capable of laying-out 8 slips wherein 16 boats of 6/10,000, tons can be built in a year. We expect to employ in due course about 8/10,000 people on our Yard and it is therefore a part of our scheme to lay out a colony for the workers and it is our intention to give them such amenities as will enable them to live according to the modern standards of comforts and life. We are, therefore, negotiating for over 300 acres of land near our Shipyard and we hope to secure that site for that purpose before the end of the year.

Fresh Difficulties

We were, however, soon faced with a number of difficulties which seriously retarded our progress. We wanted to import from England a few technicians to help us in our work. It was not easy to get permission to do this. We wanted to place orders in the United Kingdom for the manufacture of machinery required for the machine shops, and to import the same into India when ready. As an alternative, we were prepared to get a shipyard bodily transferred from the United Kingdom to India, and were willing to give an undertaking that if we were permitted to do so, we would during the War place the ships built in our Yard, at the disposal of His Majesty's Government or at the disposal of the Government of India, on reasonable terms. We were anxious to see that no further time should be lost, but that we should be allowed to proceed with the project so that at least a few ships could be built in the Yard, which could relieve, to some extent, the anxious situation, which the sinking of ships was creating for all concerned. The Government of India, however, decided "not to encourage actively the merchant shipbuilding industry in India as a part of their war effort." The position was almost hopeless for us. As long as the Government did not consider the establishment of a shipbuilding industry as a part of war effort and as long as they did not emphasise that fact in their representations to His Majesty's Government, we would not get machinery for our machine shops, steel for our Hull, or propelling machinery for the ships to be built, and as long as we did not get the machinery, the steel, etc., we could not proceed with our project. We were moving in a vicious circle. Six further precious months were lost and although we have already sent our experts even to America as suggested by the Government of India for obtaining the steel and machinery required for our Yard, we do not know whether we shall be able to get the necessary priorities for them without which we cannot proceed with the construction of ships in the Yard of which the Foundation Stone was laid this morning.

Ships, More Ships

I often wonder when we request the Government of India, to help us in connection with our project, whether they seriously realise the fact that they are in the midst of a war. The issue of control over the sea, in these critical times, is the most supreme issue, for every maritime country of any importance. Cry is going forth from every quarter that they want ships, more ships and still more ships Ships are required for the carriage of men, munitions and materials, ships are required for the import and the export trade, ships are required to replace those that are sunk and ships are required for replacing those which are disabled or which are detained. Mr. Ronald Cross, when he was the British Minister of Shipping, appealed to all, including the Dominions and India, to build more ships, so that their pressing need might be met. Admiral Herbert Fitzherbert appealing to all in his broadcast talk last year observed:—

> "I would like to mention also another subject vital to India's progress and having a close relation to our naval needs. It is the shipbuilding industry. At the present moment, no such industry exists although, as everyone knows, in the past India's shipbuilding industry was world famous. It is obvious to me and I think to a great many other people that the sooner a shipbuilding industry is started the better for India. Such an industry to be successful needs courage, enterprise and forethought. That all these are present in India is a fact that cannot be denied."

Dominions Go Ahead-India Fails To Move

What was, however, quite obvious to the Admiral and what he thought was absolutely essential for India in every way seems to be quite unintelligent and unintelligible and consequently quite unnecessary, to the Government of the land. How else can any one account for this unprecedented attitude on their part, when they state that they would not encourage shipbuilding in India, as part of their war effort,—when everywhere the cry is that they want ships, more ships and still more ships. Every part of the British Commonwealth which has a National Government, has realised the supreme need of the hour and is doing all it can to start the building of ships, in its own country. Canada and Australia have feverishly developed their shipbuilding yards during the war. They have been building ships for Great Britain also in their yards. Only the other day, Reuter informed the world, that the Australian Government had decided to spend six million pounds for the project of building merchant ships in their country in order to replace ships which were engaged for war purposes, and only a few days ago we were told that they had already started the construction of a 9,000 tonner. One could have therefore, reasonably, expected, in view of the urgent and immediate needs as well as of our future requirements, that the Government of India would have considered it their supreme duty to start a shipbuilding yard themselves in this country, and build therein ships to strengthen their own position, as well as to relieve the pressure on the existing tonnage, which is being depleted day after day. It is really a tragedy of India's position, in the midst of the growing dangers, that while every national Government have been doing everything possible to build up those key industries in their land which would help the operations of safety and of defence of their peoples both at sea as well as in the air the Government of India have been a glaring exception to this important devotion to duty. I cannot therefore help observing that when I look at this blank picture of "nothing doing" on the part of the Government of India and compare it with the brilliant picture full of life and colours, depicting the solid work which is being done in other lands in the spirit of true devotion to duty for the safety and defence of the people, my heart sinks within myself and I am reminded of Nero playing the fiddle when Rome was burning.

Commerce Member Answered

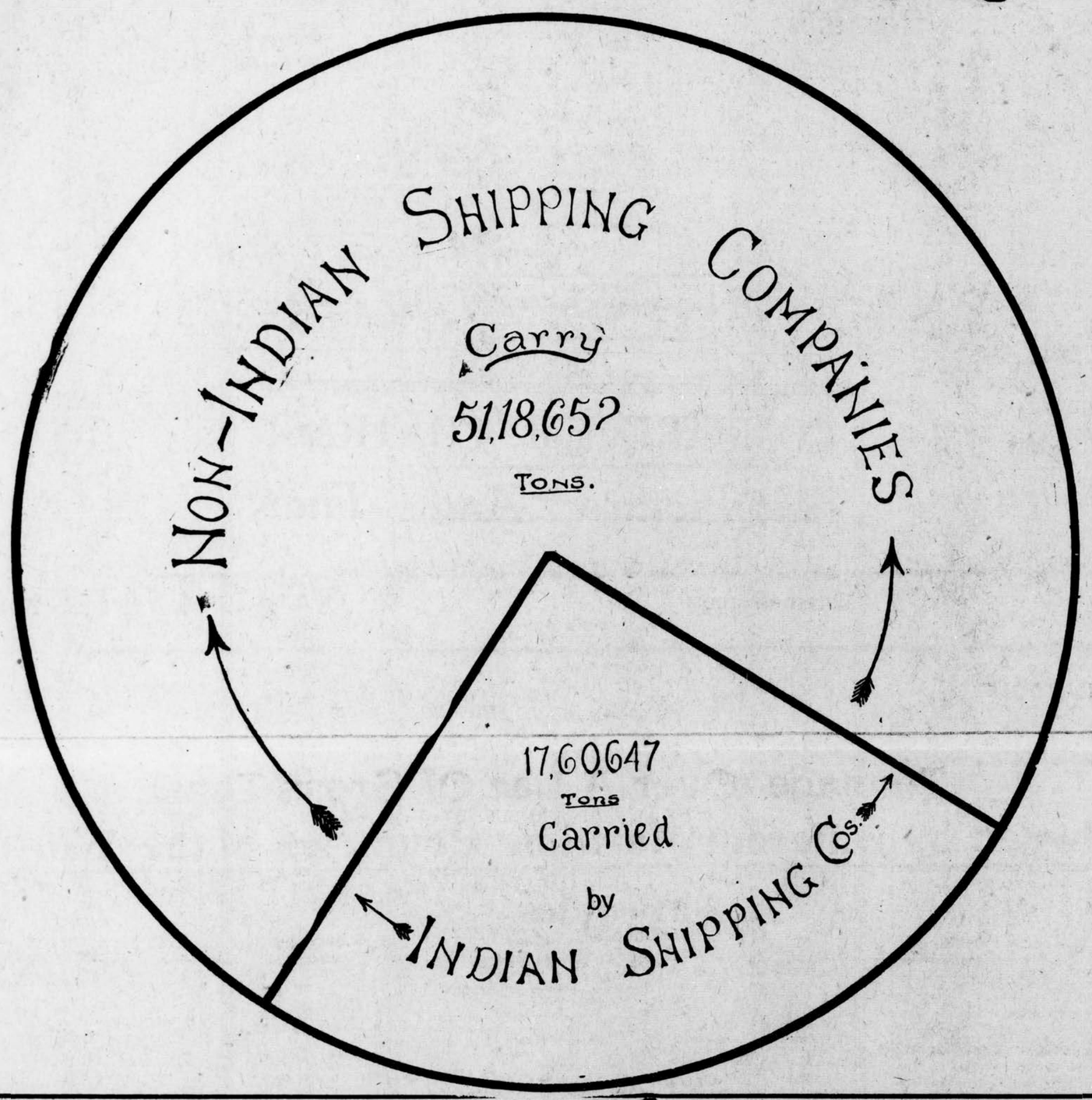
Even Sir Charles Innes, who did all he could to stifle the

(Continued on page III.)

INDIAN COASTAL TRADE

Cargo Carried By

Indian & Non-Indian Shipping Cos.



Non-Indian
74.40 per cent

Indian
25.60 per cent

68,79,299 Tons
Average Of Last 6 Years
July 1933---June 1939

(Continued from page II).

growth of an Indian merchant navy, when he was the Commerce Member of India, would not dare to repeat in 1941, that

"India's shores are protected for her by the British Navy" and India therefore had no need to develop either a navy for commerce or a navy for defence. The building of ships for commerce and the building of ships for defence, the building of aircraft for civil needs and the building of aircraft for defence requirements the training of pilots for civil aviation and the training of pilots for national defence, are the supreme needs of the hour and I am sure, even Sir Ramaswami Mudaliar will not call the pursuit of these activities by the Government of India of which he is a shining luminary, as the "folly" resulting from the pursuit of the "policy of economic nationalism." He, I have no doubt, will not have to lament, in pursuing these activities for the need of "a balanced adjustment between agriculture and industry" or to sound a note of warning about the disadvantages of "one way traffic" or to appoint a Committee for surveying "the gaps that exist in the industrial expansion of this country," or to "overlook the provisions of the Government of India Act" or to function within narrow limits or to shoulder "the responsibility of the Provincial Governments." The building up and the development of these key industries in their different phases is a normal function of a national Government in times of peace but becomes an imperative duty of that Government in times of war. Sir Ramaswamy. I can say with confidence, does not fail to realise this supreme duty of the Government of India in these critical times, and may I, therefore, appeal to him once again, to bless our efforts for the establishment of a Shipbuilding Yard and for the building of ships for India in that Yard as much as it would help the Government in the defence of his, mine and our own country.

Govt.'s Imperative Duty

Misapprehension Removed

May I, in this connection, attempt to remove a serious misapprehension which seems to be troubling the mind and conscience of the Commerce Member? While Sir Alan Lloyd, the Commerce Secretary, in reply to a straight question: "Are you prepared to recognize Shipbuilding as a part of the war effort?" gave a more categorical and more assertive answer than his chief the Commerce Member, by uttering a definite "no", the Commerce Member, seasoned politician as he is, sounded a softer note and remarked:

> "The emphasis lay in the last portion 'as part of the war effort,' because we felt that if we were not so unhappy as to have this war dragging on for more than three years no ship built at that Shipbuilding Yard could be ready before three or four years That is why my Honourable friend said that it was not the intention of the Government to encourage it as a part of the war effort."

May I, however, remind the Commerce Member in all humility that if he were to recognise the urgent national requirements and ask the Government of India even now to grant the priorities that we need for the import of machinery for workshop, steel for Hull and propelling machinery for the ships, and if he were to tell His Majesty's Government that the Government of India consider the building of ships in India as essential in the common interests of all concerned in these critical times and urge upon them the necessity of giving the necessary manufacturing licence and the export licence for the machinery required, I can assure him, that the Yard would be able to build and deliver ships before the end of 1942—I need not add that we could have delivered them much earlier had we been given the priorities for which we have been pressing all these months—and that it would not take us three to four years to construct vessels as he has been advised to believe.

Imperative Duty

Can there be any doubt whatsoever after the blunt truth to which President Roosevelt drew the attention of all concerned, the other day in his famous "fireside talk", to the most critical position of shipping, when he remarked:

> "The present rate of Nazis sinking of Merchant ships is more than three times as high as the capacity of British shipyards to replace them. It is more than twice the combined British and American output of merchantships to-day."

that it is the duty of every part of the British Commonwealth to welcome, nay to actively encourage every effort, in every possible way, the objective of which is to add to the existing tonnage of the country. May I, therefore, request the Commerce Member to look upon our efforts to build ships in this country and our undertaking to place them, if required, at the disposal of the Government, on reasonable terms, as an effort which would help the Government of India in the defence of this country—as an effort which would enable them to meet the requirements even, to a little extent, of His Majesty's Government. Time is pressing. Is it, therefore inopportune or unusual to ask the Commerce Member or is it, unjust or improper to request him that, before the sands run out, he should make up his mind and do everything he can to see, that the ships which are urgently required for every purpose are built now in this Yard without the loss of a single day hereafter. May I here once again remind the Commerce Member that as almost all the ships of the Bombay Steam, the Indian Co-operative, the Ratnagar and other Indian Shipping Companies and as more than half the fleet of the Scindia Company are to-day actively engaged in the work of national defence and in the transport of men, munitions and materials to the theatres of war, does not equity and justice make it also obligatory on the Government of India to recognise the shipbuilding enterprise of this Company as a war effort and effectively support it as such in every possible way open to them?

Help Or Hindrance?

I have given you some idea of the serious difficulties which the Indian Shipbuilding industry has to surmount under the existing circumstances that the anxious struggle which it will have to face in the near future. As a result of strenuous efforts both in India and in England, we have obtained priorities for some machinery and some steel without which our work would have come to a dead stop but the authorities have categorically warned us that these concessions should not be construed by us to mean that the Government had or have in any way committed to give "special priorities" to our scheme for the establishment of a Shipbuilding Yard at this port. When every maritime country of note has been actively engaged in these days of war in helping its national Shipbuilding industry in every possible way, it is a matter of deepest despair for India that those who are struggling to establish a Shipbuilding Yard in India and build ships therein are called upon to fulfil impossible conditions, many of which are beyond their control and that too after the clarion call of the Admiral "that the sooner a Shipbuilding industry is started the better for India." The Commerce Member has thought it fit to characterise the advice "Industrialise or perish" as a "slogan" on the floor of the Central Legislature but I am sure he will recognise it as a counsel of perfection in connection with the development of the Shipbuilding industry in this country and spare no efforts to establish it in this land with the least possible delay.

I have up to now dealt with the treatment given to the Shipbuilding industry during times of war. Let me now say a few words as to how it is encouraged in important maritime countries in times of peace.

What About India?

Almost all important maritime countries of the world have helped their nationals in a variety of ways in the establishment and the development of their national Shipbuilding industry. This policy of State aid has, especially after the last war, come to be recognised as the responsibility of the State in these countries. While they are building such ships in their national yards as will help them in shaping and controlling their national economic policy and as will enable them in meeting the requirements of their maritime trades, they have realised that they cannot depend upon foreign yards either for ships which are essential for the defence of their land, or for ships which are necessary to become a second line of defence in times of war. Self-sufficiency in the matter of building ships both for the Navy of Supply as well as the Navy of Defence has been regarded in all these maritime countries as a national duty of supreme importance. India is the only maritime country which has disowned this responsibility and is a glaring exception to the recognised practice in this matter all the world over.

There are various forms of State aid to shipping and shipbuilding. I do not propose to enter into any scientific or elaborate examination of this question on this occasion. I shall however, give you a very general and broad idea of what is done in this connection in maritime countries having their own national Governments. Luxury Liners or ships of strategic importance are built at the expense of the States. For instance, £6,250.000 were spent by Italy in building such ships between 1926 and 1938 and 464 million francs were spent for this purpose in France between 1928 and 1936, while £1,515,000 were spent in this direction by Netherlands in 1935/36. 28.8 million Yen were sanctioned by Japan for the construction of two Super De Luxe Passenger Liners of 26,000 tons each with a speed of 24 Knots in 1937. In addition to this, half the cost of the construction of vessels amounting to £650,000 was paid by Japan under their first Scrap and Build Scheme just after 1929 and further large sums amounting to half the cost of vessels were borne by the same country under their subsequent Scrap and Build Schemes, while £ 3,000.000 were sanctioned for this purpose in 1937/38. The granting and the guaranteeing of loans at a very cheap rate of interest is another form of State aid to shipbuilding recognised in several maritime countries of the world. £ 23,432,480 were given as loans by Great Britain for the building of ships under the Trade Facilities Act (1921/26), while the Board of Trade was authorised to advance the sum of £ 9,500,000 for the building of ships at 1½ per cent under the North Atlantic Shipping Act (1934) and the sum of £ 3,102,455 was given to Cunard White Star Ltd., for this purpose in 1938/39. It may be significant here to note that although the normal life of a ship is 20 years

(Continued on page V.)

Nation's Demands; Government's Excuses

LEADERS OF INDIA WANT NATIONAL MERCANTILE MARINE

What The Country Demands

"For the purpose of achieving our commercial independence, for the purpose of providing a new career for our youth and for the purpose of securing for the country some of the profits of the carrying trade, our countrymen are anxious to try this experiment. The formation of a Mercantile Marine and the encouragement of ship-building can be largely assisted by Government, and aid of this description has been largely given by Japan and other Western countries ....."

SIR P. S. SIVASWAMY AIYER
In the Legislative Assembly,
12th January, 1922.

★

"India wants a separate Merchant Marine for the proper growth of her own trade and commerce and the real protection and development of her own industries. India wants a separate Merchant Marine for the economic development of her neglected ports, for reviving an old avenue of career on sea for the sons of the soil, and for building up the nucleus of an Indian Navy of the future for protecting and defending her people both on sea and shore."

SETH NAROTTAM MORARJEE
Annual General Meeting of
Scindia Co.,
24th October, 1924.

★

"The Honourable Member for Commerce stated in the Legislative Assembly on behalf of the Government that this desire on the part of the people for their own Mercantile Marine was a very natural desire. Recognising this natural desire we are of opinion that this should be met within a reasonable period of time and not in the distant future. This being so, it is our considered opinion that the provision of facilities for the training of Indian officers and engineers alone is not sufficient to meet the requirements of the case and that some further steps are required to achieve the object in view. These further steps we recommend should be in the form of the eventual reservation of the Indian coasting trade for ships the ownership and controlling interests in which are predominantly Indian."

REPORT OF THE INDIAN MERCANTILE MARINE COMMITTEE
1923-24.

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"Whilst the Governments of almost all maritime countries have helped and are helping their nationals to build up their own Mercantile Marine, are not Indians entitled to expect their Government to help them in this great industry? India has recently been given a Navy of her own. May I, however, ask if this is not placing the cart before the horse? Is there any country in the world which has built up its Navy without building up its own Mercantile Marine which always serves as an important line of defence. 'The Merchant Fleet and the Naval Fleet are sisters and always exist side by side.' One cannot do without the other."

SRIYUT V. J. PATEL,
Launching the s.s. "Jalabala,"
at Glasgow.
14th July, 1927.

★

"The two things that are essentially necessary for the organisation and development of the Mercantile Marine of India are ability of the country to man the ships, the Officers and men—from their own Nation, and their freedom to do as they like—in their own waters. India is handicapped in both these matters."

PANDIT MOTILAL NEHRU
Launching the s.s. "Jaladuta",
at Glasgow
26th November, 1927.

★

"The ideal of the national movement in the political sphere, namely to make the Indian Nation united, prosperous and progressive is also the ideal of Indian commerce and industry in the economic sphere. Many of our European friends and even some Indians do not realise that, deprived of its inspiration in Indian nationalism, Indian commerce and industry might be reduced to mere exploitation. The attitude of the Indian 'Commercial world to Government and British commercial interests can be rightly appreciated only if this great fact is understood. Indian commerce and industry cannot make terms with the one or the other at the expense of national interests."

SIR PURSHOTAMDAS THAKURDAS,
President, Federation of Indian Chambers of Commerce and Industry.
December, 1928.

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"The authors of the circular assert that the interests of India and Great Britain alike demand certain constitutional safeguards in her new constitution as otherwise the economic structure of both countries will be seriously imperilled. A greater fallacy was never uttered How can it be in the interest of India that her economic policy should not be adapted to the economic needs of India? How can it be in the interests of India that she should have no power to encourage and develop her own industries or prevent them from being completely annihilated by outside and unfair competition? How can it be in the interests of India that she should have no shipping industry and no Indian Mercantile Marine and the only means by which they could be brought into being and developed should be denied to her? How is the economic structure of England going to be imperilled by the reservation of Indian coasting trade to Indian-owned and Indian-controlled ships? Is the balance sheet of the two British shipping lines the foundation on which the economic structure of England has been raised? A free, prosperous and contented India, as an equal member of the British Empire, free to adapt its fiscal and economic policy to its own needs and circumstances, will in the long run contribute far more to the stability of the economic structure of England than all the profits earned by the British commercial interests in India, multiplied a million times."

G. D. BIRLA.
President, Federation of Indian Chambers of Commerce and Industry,
27th July, 1929.

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"The cottage industry of India had to perish in order that Lancashire might flourish. 'The Indian shipping had to perish so that British shipping might flourish.' In a word, we were suppressed in order to enable the British to live on the heights of Simla."

MAHATMA GANDHI,
"Young India",
26th March, 1931.

★

"The grossest piece of injustice in the matter of commercial discrimination is perpetrated in the fact that they have not agreed to restrict our coastal shipping trade to the nationals for which we have been fighting for the last so many years. It has been proved to the hilt that British shipping interests in India have done their worst to strangle Indian shipping concerns and have greatly succeeded in doing so involving losses of lacs of rupees. British concerns under the proposed arrangements will not be restricted to the slightest extent and will carry on their practice of crushing Indian concerns as best they can as they have done in the past."

SIR PHIROZE SETHNA,
Annual Session of the National Liberal Federation of India,
Poona,
December, 1934.

★

"It is not the lack of initiative that prevents Indian shipping from going to the Overseas trade, as stated by the Commerce Member in the House, but the real fact is that their hands are fettered and hence they cannot take their share in that trade. Restricted as the activities of Indian shipping are under the present arrangement, it is sad to reflect that the proposed Commercial Safeguards will make it impossible to grow any further and I maintain that the Government owe a duty to the country to tell the public clearly how they propose to carry out their own responsibility and discharge their solemn promise of building up an Indian Merchant Navy both in the coastal and the overseas trade of India."

SIR RAHIMTOOLA M. CHINOY
Vice President, Indian Merchants' Chamber,
2nd February, 1935.

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"Possession of shipping under the national flag is essential to the prosperity of a maritime nation in its foreign trade ..... Shipping is not only a vital source of national wealth but an instrument of national defence. A merchant marine is a training ground, a feeder and an auxiliary for a real national navy and would constitute a second line of defence in times of emergency. When even Sir Samuel Hoare has acknowledged that the defence of India must to an increasing extent be the concern of the people of India, development of an Indian mercantile marine is absolutely essential as a measure of national defence of the Indian Coast, without which real self-government is useless. It is, therefore, indispensable not only for the economic autonomy of the country but also for its national strength and independence."

SRIYUT D. P. KHAITAN,
Annual Meeting, Federation of Indian Chambers of Commerce and Industry,
30th March, 1935.

★

"I cannot think of any other country with open access to the sea whose National Shipping participates to such a minor degree in her overseas international trade."

SIR FIROZ KHAN NOON
Launching the s.s. "Empedina"
at Glasgow.
22nd September, 1937.

★

"The Congress has always opposed the new Constitution, not only because it is a negation of

(Continued on page V)

BUT THE GOVT. OF INDIA SHIRK THEIR RESPONSIBILITY

How The Government Respond

Have the Government of India a national policy for the development of a Merchant Navy? The answer is an unfortunate "No".

Reservation Of Coastal Trade

All the important maritime countries of the world have reserved their coastal trade to their own nationals. The Indian Mercantile Marine Committee appointed by the Government of India recommended "the eventual reservation of the Indian coasting trade for ships, the ownership and the controlling interests in which are predominantly Indian" The Government of India, however, opposed such reservation. Why? Because the British Navy protected the shores of India!

On the 19th March 1926, Sir Charles Innes, the Commerce Member of the Government of India, observed as under:—

"...Why then have other countries, other nations, thought it necessary to reserve their coasting trade? It is because they thought that in the long run it would pay them to take that course in the interests of their own safety. They had to take that course, because in times of War they might want their own mercantile marine to feed their people and because they wanted that marine as a second line to their own navy. All I need say on that point is this, that India is fortunate in that that overmastering necessity is not present in this country. India's shores are protected for her by the British Navy and in time of War she can always rely upon the British Navy, so long as the British Navy commands the seas to protect her communications and her trade."

Mr. Narottam Morarjee exposed the hollowness of the above theory of Sir Charles Innes in his speech at the Annual Meeting of the Scindia Co. in October 1926 in the following memorable words:—

"What a consolation!! When India asks for Self-Government, she is told "first learn to defend your country and then ask for Self-Government" When India, however, wants to build up her shipping she is requested not to worry about it as the British Navy is always there to defend her shores!!"

When the principle of reserving the coastal trade of India to Indian shipping was, however, accepted by the Indian Legislature by an overwhelming majority in 1928, it created a stir in the dovecotes of anti-Indian officialdom It was realised that the attitude of hostility towards the growth of Indian shipping must be substituted by another diplomatic move The British vested shipping interests must be protected and yet a feeling must be generated in the minds of the Indian shipping interests that the Government were willing to help their cause.

New Policy Of Co-Operation & Goodwill

Lord Irwin enunciated a new doctrine for the settlement of the Indian shipping problems in December 1928. He remarked:

"...But I think that I am correct in saying that the main impulse behind the Bill I have referred to is not a mere desire to secure for Indian capitalists the profits which are now made by British companies. Rather it is an ambition and who shall say that it is an unworthy ambition that India should have its own mercantile marine and that the ships of that mercantile marine should be officered as well as manned by Indians".

"...I hope indeed that a solution may be found in a spirit of co-operation and goodwill and I commend this to your consideration".

It was a first rate political blunder that instead of proceeding with the further reading of the Coastal Reservation Bill it was agreed to give the Government an opportunity to solve the problem by this new doctrine of negotiations and "a spirit of co-operation and goodwill".

If That Policy Fails...

Sir George Rainy, the Commerce Member, in September 1929 realised that this new doctrine might fail and therefore gave an assurance to the Legislative Assembly that "the possibility that an agreed settlement might in the end prove impossible must, of course, be faced In that case, a situation would be created which Government could not ignore and it would be necessary to explore fully the question by what means the obstacle in the way of the development of Indian shipping could be removed".

A Government Responsibility

The Shipping Conference met in 1930. It could not settle the Indian shipping problems. The Government of India issued a communique and assured the public that it would be their responsibility to see that Indian shipping adequately participated in the coastal and the overseas trade of India.

There is a considerable misapprehension in the minds of the Government officials, particularly those who shape the shipping policy, that the Government did not undertake the responsibility of ensuring an adequate participation of an Indian Merchant Navy in the maritime trades of India both coastal and overseas.

Is that so? In answer to several questions in the Legislature the Government spokesmen have admitted this responsibility on the part of the Government. On the 11th September 1933, Sir Joseph Bhore admitted this responsibility On the 5th February 1936, Sir Muhammad Zafrullah Khan again admitted this responsibility As this undertaking on the part of the Government is a matter of supreme importance, it is necessary to quote in extenso the question put in the Legislature in 1933, to which the reply given by Sir Joseph Bhore was in the affirmative. It was as under:

(a) "Will Government be pleased to state if it is their policy to take steps for providing an adequate participation of Indian shipping
(i) in the coastal trade of India, and
(ii) in the overseas trade of India
(b) Will Government be pleased to state if they announced at the end of the Shipping Conference convened by them in 1930, that the responsibility for taking further steps for developing Indian shipping in the coastal and the overseas trade of India will rest on them?
(c) Will Government be pleased to state if in September 1932 they further confirmed their policy regarding the development of Indian shipping by stating in the Legislative Assembly 'that Government are particularly anxious to facilitate the growth and the expansion of the coastal trade of India in so far as that coastal trade is operated by Indian agencies and through the instrumentality of Indian capital"?

Sir Joseph Bhore replied in the affirmative to all the above questions. It is, therefore, the responsibility of the Government of India themselves to see that national shipping participated adequately in the coastal and the overseas trade of India.

Failure Of Government

Have the Government of India discharged this responsibility which they have admitted on several occasions on the floor of the House? Let us examine.

After a struggle of more than a quarter of a century, the share of Indian shipping in its own home waters is only 25 per cent Sir Muhammad Zafrullah Khan admitted this on the floor of the House. Is that an adequate share? No fair-minded man could reply in the affirmative and yet Sir Muhamad Zafrullah Khan remarked on the 24th February 1936 that

"Government have no reason to think that the policy hitherto pursued by them has failed to provide adequately for the development of an Indian mercantile marine".

And what about the share of Indian shipping in the overseas trade?

On the 6th April 1939, Sir Muhammad Zafrullah Khan admitted that

"It (the share of Indian shipping in the overseas trade) is a very small share but they have some share in the Haj traffic".

Government Member himself admits:

"It is a very small share".

May we inquire then what have the Government done to provide for an adequate participation of Indian shipping in the overseas trade? Again, the unfortunate reply is "nothing".

And what about "some share in the Haj traffic"?

Another strangling rate war was waged by the British vested shipping interests but the Government of India did not take any effective steps to ensure the carriage of that trade by Indian shipping. On the contrary, the Government allotted 75 per cent of the quota of that trade to the Mogul Line, a concern dominated by the British vested shipping interests and when the Scindia, the national concern, was driven out of the field, that Company was promised the grant of a huge subsidy! Can any sane man say that this step-motherly treatment—if not hostile treatment to national shipping—indicated that the Government discharged their responsibility?

An important point to be remembered is that the development of the Indian Merchant Navy in maritime trades was the responsibility undertaken by the Government But what do they say when inquiries are made as to what they have been doing for such development. Let us examine.

No Reservation

Did they reserve the coastal trade to national shipping? No, because they are against it.

On the 16th September 1937, Sir Muhammad Zafrullah Khan stated:

"The Government of India do not consider that the proper method of encouraging the growth of the Indian mercantile Marine is by means of reservation."

No Financial Help

Did they give financial assistance to Indian shipping? No. What do they say?

On the 27th February 1935, Sir Joseph Bhore, the then Commerce Member, remarked:

"Government do not consider that in the present circumstances the grant of subsidy is

(Continued on page V.)

COMPARE and CONTRAST

This Picture And That

I.
CARRIAGE OF TRADE BY NATIONAL SHIPS.

UNITED KINGDOM		INDIA
92.8%	Inter-Empire Trade.	Nil
47.5%	Foreign Trade of the Empire.	Nil
12.0%	Trade between foreign countries.	Nil
93.1%	Coastal Trade.	25.6%

II.
NATIONAL AID TO SHIPPING

(a) SUBSIDY GRANTED:

£333,698	Liner Shipping (1924 to 1928)	Nil
£4,002,183	Tramp Shipping (1935|36)	Nil

(b) PROPOSED SUBSIDY:

£10,000,000	Liner Shipping	Nil
£13,750,000	Tramp Shipping	Nil
£5,113,150	(c) Insurance Risk covered (1938|40)	Nil
£2,000,000	(d) Merchant Shipping Reserve	Nil

III.
NATIONAL AID TO SHIPBUILDING.

£47,732,480	Loans given to Shipbuilding (1921|40)	Nil
£320,000	Subsidies given to Shipbuilding (1939|40)	Nil
£10,000,000	Proposed loans to Shipbuilding	Nil
£2,500,000	Proposed subsidies to Shipbuilding	Nil

IV.
VOLUME OF TRADE COMPARED WITH VOLUME OF TONNAGE

£1,354,000,000	Annual Maritime Trade.	£241,000,000
5½	Proportion of Trade.	1
G.T. 17,891,000	Gross Tonnage of Shipping.	G. T. 132,000
135	Proportion of Tonnage.	1

V.
NATIONAL SHIPPING POLICY

UNITED KINGDOM

"We are not going to see British ships swept off the face of the ocean".

LORD BALDWIN, 1933.

"I do not want to use the large stick, but we have to make it clear that if foreign countries are going to treat our shipping unfairly, we shall know how to put them on an equal footing".

LORD RUNCIMAN, 1934.

"The progress of legislation was interrupted by the outbreak of the war but the necessity of maintaining the British mercantile marine in adequate strength (mark the words) and in a position of full competitive efficiency (mark the words) is recognised no less strongly by the Government to-day. They will, therefore, keep this question constantly in mind as one which will be necessary to ask Parliament to deal with in due course".

MEMORANDUM ISSUED BY HIS MAJESTY'S GOVERNMENT.
6th August 1940.

★

INDIA

"India has the same interest as the rest of the British Empire, both in peace and war, in the well-being of Empire shipping, and the question of the grant of any special concession does not arise."

SIR MUHAMMAD ZAFRULLAH KHAN.
4th February, 1936.

"No, Sir, the Government of India have not found it possible for financial and other reasons to consider any schemes for the further development of the Indian mercantile marine which involve the grant of subsidies."

SIR MUHAMMAD ZAFRULLAH KHAN.
3rd April, 1939.

"The policy of the Government of India with regard to the development of Indian mercantile marine is to give all possible and reasonable assistance to it."

SIR A. RAMASWAMI MUDALIAR.
25th March, 1941.

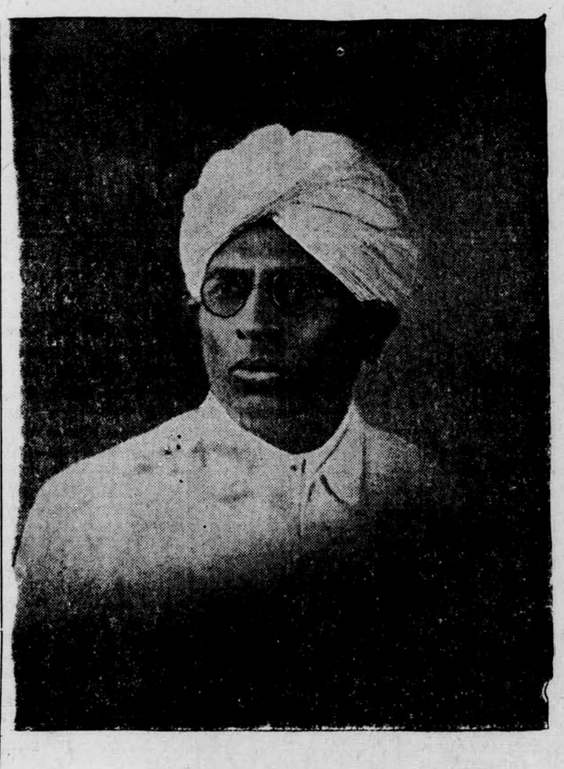
Congress And Commercial Community

(Continued from page III)

and although the vessel and the depreciation on the vessel were the only securities against the loans given to the Cunard White Line, these loans were not due for repayment until the end of 1975 when the vessels might not be under existence at all. In addition to this, loans up to the sum of £ 10,000,000 were sanctioned under the Scrap and Build Scheme by England under Part II of British Shipping Assistance Act (1935) and the loans outstanding on March 31st, 1939, under the scheme amounted to £ 2,306,933. Colossal as these figures are, these are not the only financial aids which Great Britain, which has always advocated the principle of *Laissez Faire*, has been giving to its shipping and shipbuilding industries. Under the British Shipping Assistance Bill (1939) further loans for the building of tramp and cargo vessels have been sanctioned upto £ 10,000,000 and the actual amount of loans given upto July 1940 for building new vessels aggregated to £ 4,800,000. Need I give any further figures to convince you that British shipbuilding industry is flourishing without a penny's aid from its own Government and is standing on its own legs.

Another form of State aid to shipbuilding is the grant of subsidies, i.e., actual financial aid for the building of ships. A subsidy of £ 333,698 was given to Cunard Steamship Company between 1924 and 1928, while the first instalment of actual subsidy given for building ships upto July 1940 under the latest British Shipping Assistance Act comes to £ 320,000. In some countries these aids take the form of construction bounties for the vessels to be built on a tonnage basis. For instance, the rate of bounty recently sanctioned for the construction of ships in Australia varies from £ 10 to £ 12-10-0 per ton according to the gross tonnage of the vessels to be built Exemption from the payment of customs duty for the materials required for the construction of ships, exemption from the payment of income-tax on the profits in running the ships built in the country, bounties on domestic steel used in the construction of vessels, repairing and refitting of ships built in national yards at the expense of the State and the carrying by the State of the large portion of the insurance risk over such special vessels as "Queen Mary" are some of the other special features of the financial assistance given to the Shipbuilding industry in different maritime countries. I shall not give any further details because I am sure the figures that I have already given to you will have convinced you that India is the only unfortunate maritime country in the world where not only is no financial aid of any kind whatsoever given to its shipping or shipbuilding industries, despite the strong and the definite recommendations of the Indian Mercantile Marine Committee appointed by the Government of India themselves, on which, I am happy to observe, one of the founders of the Company, the late Sir Lalubhai Samaldas, did very useful work, but the voluntary efforts of its nationals to start such industries do not also receive such encouragements and such facilities which they justly claim and really deserve.

I shall now, Ladies and Gentlemen now detain you very long. One word more and I have done. Babu Rajendra Prasad, before requesting you to shower your blessings upon this new enterprise of the Scindia Company of establishing this first Indian Shipbuilding Yard, may I assure you that the commercial community of India is fully conscious of the serious fetters imposed upon its power to help the industrial expansion of India under the Government of India Act, 1935, and of the disappointing limitations of the policy of discriminatory protection under which it has to work for such expansion as is possible at present. I can tell you, Sir, with confidence that the menace of '(India) Limited' has been causing the commercial community as much anxiety and concern as it has been causing to you and to your co-workers and that there is no industrialist of any consequence in this country, who does not endorse the opinion of the Working Committee that "these provisions (safeguards) are not in the interests of India but are intended and calculated to preserve to foreign nationals and particularly British capitalists the exploitation of the natural wealth and resources of this country?' Who would not join in the recent appeal of Sir Purshotamdas Thakurdas to the Commerce Member that he should put into practice what his predecessor, Sir William Clarke, laid down as a policy of action 25 years ago, viz., that "the building up of industries where the capital, control and management should be in the hands of Indians was a special object which we all have in view" and that the industrial advancement of India did not mean "the manufacturer who now competes with you from a distance would transfer his activities to India and compete with you within your boundaries." It is therefore, crystal clear that real industrial expansion of India cannot be achieved without the attainment of effective political power. The Indian commercial community, need I assure you, recognises, therefore, in its own interests and in the larger interests of the country that it is its duty to give its support as far as possible to the great national organisation of which you are an eminent leader, in its fight for the attainment of that political power which will enable India to work out its destiny in the interests of its people as a real equal among the free nations of the world. May I now, as a humble representative of that commercial community and as the Chairman of the National Shipping Company which has launched this new enterprise, request you to confer your blessings for the prospects and success of this first India Shipbuilding Yard at Vizagapatam so that ships built in this Yard may become important units of the Indian Merchant Navy worthy of India of the future and enrich the maritime trades of India by carrying its produce on all the seas of the world and thus revive the glory of the past Shipbuilding Industry of this great and ancient land.



Seth Walchand Hirachand.

How The Govt. Respond

(Continued from page IV)

the appropriate method of affording assistance to Indian shipping.

"In my view the best way of settling this question is through negotiations and friendly settlement."

Again on the 3rd April 1939 Sir Muhammad Zafrullah Khan, the then Commerce Member, said:

"The Government of India have not found it possible for financial and other reasons to consider any schemes for the further development of the Indian mercantile marine which involve the grant of subsidies".

Pray what are the "other reasons". The non-official members believed that the Government of India did not want to give financial help to Indian shipping on the ground of "other reasons" because they were anxious to maintain the dominant position and protect the interests of British shipping in India's maritime trades even at the cost and sacrifice of national interests

A Burden For India

Have the Government explored other means of developing Indian shipping about which Sir George Rainy gave an assurance in 1929? Again, the answer is an unfortunate "No".

Did the Government further the cause of national shipping when they recommended their officers to travel by Empire ships? Please note how skilfully the Commerce Member, Sir Muhammad Zafrullah Khan, avoided the straight answer:—

"India has the same interest as the rest of the British Empire, both in peace and war, in the well-being of Empire shipping and the question of the grant of any special concession does not arise".

He further added:

"For the sake of clearness, I may add that the term British shipping includes Indian and other Empire shipping"

Did Sir Muhammad Zafrullah Khan forget the undertaking of the Government of India to further the cause of Indian shipping as distinguished from British shipping? Does Empire shipping mean only the development of shipping of the United Kingdom or a proper development of shipping of all parts of the Empire?

But the spokesmen of the Government never worry about such distinctions which are in the interests of India

Share Of Overseas Trade Again Ignored

When leading businessmen wanted to start a fast Passenger service and applied for help to the Government, what did Sir Muhammad Zafrullah Khan say? No financial assistance could be given and yet the Government did not take any step to discharge their responsibility to secure for Indian shipping even a footing in the overseas trade

The Pet Child!

The fact that the British shipping interests are always at the heart of the spokesmen of the Government of India could not be better illustrated than by the following question and answer given on the 3rd September 1937:—

QUESTION:

"Whether Government propose to take any steps to help Indian shipping as against foreign competition including British competition?"

ANSWER:

"For the last ten years Government have been maintaining the "Dufferin" Training Ship the annual net cost of which is now about Rs. 2 lacs. This in effect is a considerable subsidy to Indian shipping companies who would otherwise, themselves have to meet the cost of training their Indian officers!!"

Do the Government realise that it is the officers turned out by the "Dufferin" who have been supplying their present requirements for officers in the Royal Indian Navy and that it is these officers who are manning their Pilot services at different ports? To call the cost involved in the training of these officers as subsidy to Indian shipping is an intolerable misuse of language Indian shipping companies were training their own officers before the "Dufferin" was established and it is the Indian shipping companies that have made the "Dufferin" a success by taking its cadets as apprentices and employing them as officers thereafter.

National Shipping Forgotten

Did the Government utilise the negotiations for a Trade Agreement for furthering the cause of national shipping? The answer is again an unfortunate "NO".

While Sir Sultan Ahmed assured the Assembly on the 21st September 1937 that

"so far as the present negotiations are concerned, that is, the Indo-British trade negotiations, the point (the proper place being given to Indian shipping) is before our Delegate, Sir Zafrullah Khan",

Sir Muhammad Zafrullah Khan, on the 24th March 1939, remarked:

"The answer I gave on the last occasion was that the negotiations between the Government of India and His Majesty's Government in the United Kingdom are limited in scope to a discussion of tariff preferences and other arrangements for the expansion of commodity trade between the two countries".

In reply to a further question whether any representation was made to the British Government for furthering the cause of Indian shipping as a part of these negotiations, he added:

"No, Sir, the British Government was not addressed in the matter".

In spite of all that the Indian commercial and shipping interests said on the subject, the Government did not even communicate their demand to the British Government. This is how they discharge their responsibility where the cause of Indian shipping is concerned

No Attempt To Remove The Fetters

Did the Government make any attempt to mitigate the burdens imposed upon and the hardships caused to Indian shipping by the provisions of "safeguards" in the Constitution?

What is the attitude of the Government in this connection? Sir Muhammad Zafrullah Khan stated on the 8th April 1936:

'Government are not aware of any provisions of the Government of India Act, 1935, which make it necessary to reconsider that policy (their policy towards Indian shipping)"

When confronted with a further question that it would be difficult to help national shipping alone under those provisions Sir Muhammad Zafrullah Khan remarked:

"That he was not competent to interpret the provisions of the Government of India Act"!

He further added that:

"There is nothing so far as the provisions of the Government of India Act 1935, are concerned which makes it necessary to re-consider that policy that is to say, to help Indian shipping in the directions indicated in those replies"!!!

Again on the 21st September 1937, in reply to a question whether "they are considering any proposal to move the British Parliament to amend the Government of India Act, with a view to giving Indian shipping better opportunities," Sir Sultan Ahmed said:

"No, not at present,"

and later he added:

'Because they do not consider it necessary" to do so.

In reply to an inquiry whether the Government considered the desirability of revising the existing Agreement and increasing the percentage of the quota of the trade of Indian shipping, Sir Muhammad Zafrulla Khan assured the Assembly on the 29th March 1939 that:

"As regards the second part of the question, Government understand that the companies concerned are discussing the matter among themselves and if they are unable to come to an amicable settlement, Government would be prepared to use their good offices if sought by the parties concerned, with a view to bringing about a settlement.'

Please note that the Government do not fulfil their undertaking and do not discharge their responsibility to ensure the increase of the quota of Indian shipping in the coastal trade and to provide for its participation in the overseas trade. They will await to use their good offices if approached by the Indian shipowners. The tragedy of the situation, however, is that although the Indian shipowners have repeatedly requested the Commerce Member again and again since March 1939 to help them in the revision of the Agreement and to secure for them at least an equal share of the trade, no step has yet been taken to do so.

"Possible And Reasonable Assistance"

Sir Muhammad Zafrullah Khan, Commerce Member, on the 26th January 1937, and Sir Ramaswami Mudaliar, as Commerce Member, on the 25th March 1941, remarked that the policy of the Government of India in regard to the development of Indian mercantile marine is to give "all possible and reasonable assistance" to it.

Is it the persistent demand both inside and outside the Central Legislature for securing the carriage of India's maritime trades for Indian shipping and is it the continuous urging upon the Government of India to discharge their admitted responsibility in connection therewith which has led the Government of India to give a new orientation to their recognised "responsibility" for developing national shipping and to explain it away as "possible and reasonable assistance" — "possible" to mean what is possible with the maintenance of the dominant position of British shipping in India's maritime trades and "reasonable" to mean what, according to the British opinion, does not conflict with the interests of British shipping!!

"Awake, Arise, And Act"

Look at the question from any point of view. There is no response from the Government of India to the demand of the country. The lessons of the last war

(Continued on page VII)

What The Country Demands

(Continued from page IV)

political freedom, but also because of the inclusion in the Constitution Act of provisions described as safeguards against discrimination. The Working Committee are of opinion that these provisions are not in the interests of India, but are intended and calculated to preserve to foreign nationals, and particularly British capitalists, the exploitation of the natural wealth and resources of this country. The Working Committee maintain that India has the right to discriminate if that word must be used, against non-national interests, whenever and wherever the interests of India demand or require it."

CONGRESS WORKING COMMITTEE'S RESOLUTION
April, 1938.

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"We have been in the past a great maritime Nation, and even to-day we have the talent, the trained men and the resources to build up great shipping services. The Scindia Company has been a pioneer in this field and, in spite of opposition and obstruction, has made good. It has deserved its success. But this is only the beginning.

"I am impatient to see Indian ships carrying the flag of India across the distant seas to far-away countries."

PANDIT JAWAHARLAL NEHRU
Message on the occasion of the Opening of the "Scindia House,"
23rd December, 1938.

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"Whenever an Indian, whether Congress-minded or otherwise, places his foot on board a ship and looks at the flag flying above him, he cannot help feeling humiliated and cannot but bend down his head at not seeing the flag of India over the vessel. We have now to see that this national flag of ours flies on our ships. Those foreigners who have hitherto earned fat profits at the expense of this country and have bled India white to such an extent as to keep only the bones there, should now at least understand the position without delay. If those British Shipping Companies which are to-day exploiting India had to work in the place of the Scindia Company, they would have known whether there was a person like Shri Walchandbhai in England. They must remember and recognise that if the Scindia Company had the advantage, strength, safeguards and other facilities which non-Indians have got in India and elsewhere, the flag of Indian shipping would have flown in all the countries and ports of the world but it is India's misfortune that this is denied to Indian shipping."

SARDAR VALLABHBHAI PATEL, while declaring the "Scindia House" open 23rd, December 1938.

"Foreign interests have imposed not only a watch-and-ward over this country but have in the words of Sardar Vallbhbhai strangled its economic activities and yet we have seen that this enterprise has achieved a success.....I may remind the representatives of British interests in the Assembly that in future they can have a place in India only if they are friendly towards Indians and cooperate with them but if they wanted to carry on their trade and rely on legal supports then they will repent of it...Let the vessels of the British India Steam Navigation Co., be there but who will travel by it and who will ship cargo by it if we are once determined not to help them' Ultimately it all depends on our own national consciousness and national will and determination."

SHRIYUT BHULABHAI DESAI, while Unveiling the Statue of the late Seth Narottam Morarjee
23rd December 1938.

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" 'Shipping owned and run by the nationals of the country has been recognised as the greatest key industry of every maritime country. Its great importance as an instrument of national economic policy and its effective utility as a second line of defence can never be disputed. I have therefore, always welcomed shipping enterprise run by own countrymen and have taken a keen interest in its progress and prosperity. I, therefore, warmly commend my countrymen to help this national enterprise and appeal to my coreligionists to extend to it their continuous patronage, so that India's first endeavour to participate in its overseas trade may become a real success."

HIS HIGHNESS THE AGA KHAN,
Statement issued 25th January, 1939.

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"The apathetic policy of the Government of India in sacrificing the national shipping interests of this country for the benefit of the non-Nationals has no defence. It is now years since they have undertaken the responsibility of securing adequate participation for national shipping in the overseas trade. But they have taken no steps to further India's interests in the overseas trade so far, and India's bargaining power has not been utilised to further the interests of national shipping either in connection with the Indo-Japanese Trade Agreement or in connection with the Indo-British Trade Agreement."

MR. JAMSHED N. R. MEHTA
President, Federation of Indian Chambers of Commerce and Industry
9th April, 1939.

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"Although the Imperial Shipping Committee have clearly recognised that the expression "British shipping" does not mean merely shipping of the United Kingdom but includes "shipping registered at any part in the British Commonwealth including the Indian Empire" and although it has attached "great importance to an improvement in the relations between the U.K. and the Indian owners of shipping engaged in the Indian trades", it is to be deeply regretted that they have not made any definite constructive proposals in regard to the improvement of Indian shipping as such contrasted with the powerful position of British shipping. This is particularly most unfortunate when it is realised, as shown in the Report of the Imperial Shipping Committee, that Indian shipping has practically no share in the large overseas trade of India; when the trade between India and the United Kingdom, India and South Africa, India and Australia and India and New Zealand is practically monopolised by British shipping itself which carries nearly 95 to 99 per cent. of these trades; and when the Japanese shipping is capturing more and more of the carrying trade between India and Japan I would, therefore, strongly urge upon the Government of India that in submitting their views on the Report of the Imperial Shipping Committee they should not fail to emphasise the imperative necessity of getting the claims of Indian shipping effectively recognised for a proper share of all these important maritime trades, particularly as they are between India and other countries and that they should make it clear that as regards any new form of organisation as suggested by the Imperial Shipping Committee, that may be appointed by the Government concerned to watch over the British shipping in the middle and far eastern waters, India could not and would not join such an organisation, until, as we have said, in our representation, "the place of India as an equal maritime unit in the Empire is fully recognised by that organisation".

MR. CHUNILAL B. MEHTA—
Vice-President, Indian Merchants' Chamber, Bombay.
2nd August, 1939.

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"I desire to see Indian ships carrying India's maritime trades to the four quarters of the Globe, I am anxious to see that these ships are controlled by Indians as well as managed by Indians. I want to see that these ships are fully manned by my own countrymen. I yearn to see the Indian flag only, as a matter of right, in my own home-waters. I long for the day when I can take my own countrymen in super Indian "Victorias" and in super-Indian "Normandies" to all parts of the world. I dream of the time when I can see these ships built in Indian Shipbuilding Yards. I am impatient to make Indian Shipping the effective instrument of India's national economic policy and a powerful safeguard for the defence of its trade in times of peace. Such a full-fledged Indian Mercantile Marine will hasten the dawn of the day when we shall find India attaining complete independence or Purna Swaraj for which you, I and all have been waiting anxiously and impatiently for all these years."

MR. WALCHAND HIRACHAND,
At the Dinner given in his honour at Bombay.
11th January, 1940.

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"The present war has made every maritime country realize the great importance of National Shipping for its economic prosperity in times of peace and for the defence of its coasts in times of war. You are all aware of the enormous sacrifices which the national Shipping Companies have been compelled to make for establishing themselves in our coastal trade and it is sad to reflect that in spite of their enterprise, National Shipping has not been allowed to handle more than one-fifth of the entire coastal trade of India, Burma and Ceylon. It should be remembered that the Coastal trade is regarded as the preserve of its national shipping by every maritime country. As the Government of India have accepted their responsibility to help National Shipping in making substantial progress in participating in carrying trades, I trust they will use their influence in solving the existing deadlock between the Indian Shipping Companies and the British Shipping Companies so that the just and legitimate claims of the National Shipping Industry will be recognized and the onward march of Indian Shipping ensured."

SRIYUT C. S. RATNASABAPATHI MUDALIAR.
President, Federation of Indian Chambers of Commerce and Industry
30th March 1940.

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"The Federation is strongly of opinion that as national shipping is essential for developing India's economic sufficiency and as India's second line of defence, India should have, without any delay, a large efficient and fully developed shipping owned, controlled and managed by its own nationals. The difficulties recently experienced in connection with India's import and export trade and the disorganisation of its important passenger traffic particularly on the West Coast emphasise more than before the imperative need of India possessing a large and powerful mercantile marine of its own. The Federation, therefore, deeply deplores that in spite of the declared and recognised responsibility of the Government of this country, neither have the Government of India taken any effective steps to help national shipping concerns in securing substantial participation in India's maritime trades, coastal and overseas, nor have they laid down any policy or evolved any plan for achieving that object which every maritime country having a national Government has done and has been doing for its own nationals."

RESOLUTION PASSED BY THE FEDERATION OF INDIAN CHAMBERS OF COMMERCE AND INDUSTRY.
30th March, 1940.

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"A promise was given by the Government from 1929 onwards always that it was the responsibility of the Government to develop and expand the Indian shipping both for the coastal and overseas trade. We have been repeatedly told—I need not go into the details—that it is the accepted policy of the Government of India to develop an Indian Mercantile Marine by providing for an adequate partcipation of Indian shipping in the coastal and overseas trade of India. The question now is, has that been done? Has anything been done to implement that promise? Has any step been taken actively to develop the Indian Mercantile Marine? That has to be judged by the present position. I want to emphasise one point. The Government of India have indicated on several occasions that it was responsible to see that the Indian Mercantile Marine secured an adequate participation both in the coastal and in the overseas trade. In fact, on one occasion it was said that Government were anxious to facilitate the expansion of the coastal trade of India so far as that coastal trade was operated by Indian agency and through the instrumentality of Indian capital. That was said in 1933. But what is the actual position to-day? We know that only about 22 or 23 per cent of the coastal trade is now enjoyed by Indian mercantile shipping, but that as regards the overseas trade, it is almost nil; and yet the Honourable the Commerce Member—I have this grievance against him—told us the other day that on account of the uncertainties of the war he does not know whether he will be able to do anything towards the solution of this great problem. If it could not be done in peace time from 1929 to 1939, and again if it cannot be done in war time, when are we going to have it?

Mr. A. C. DATTA,
LEGISLATIVE ASSEMBLY.
17th April, 1941.

SCINDIA STEAM NAVIGATION;

'Symbolizing Aspirations, Struggles, Failures And Triumphs Of India To Build National Mercantile Marine

LANDMARKS IN HISTORY OF OVER 20 YEARS

(Contributed)

Seth Narottam Morarjee.

With the laying of the foundation-stone of the Shipyard at the Port of Vizagapatam in Madras Presidency, the Scindia Steam Navigation Co. Ltd. are entering upon a new, important and constructive phase of their maritime activities extending over twenty years. The event is of more than ordinary commercial interest because it constitutes an important landmark in the economic and industrial development of the country. It signalises the revival in modern form of one of the most ancient of Indian industries, the shipbuilding industry, which is as vital in peace as in war. We might, therefore, pause and take a review of the struggle and development of this pioneer and premier Indian shipping company which in the midst of the present war and despite numerous obstacles and difficulties confronting it, is, consistent with its policy of boldness and enterprise, launching a new project of shipbuilding.

A National Institution

The Scindia Company has symbolised as it were, the endeavours and aspirations, struggles and disappointments, failures and triumphs of India to build up a national mercantile marine adequate for her needs, economic no less than defensive and worthy of her traditions. From a single steamer, S. S. "Loyalty" in 1919 of a gross tonnage of 5,934, it has to day 22 steamers of its own, 4 passenger and 18 cargo vessels, of an aggregate tonnage of nearly 100,000 tons. The Scindia Company also manages and controls several other Indian shipping concerns such as the Bengal Burma Steam Navigation Co. Ltd., plying on the Arracan Coast, the Bombay Steam Navigation Co. Ltd., the Indian Co-operative Navigation and Trading Co. Ltd., and the Ratnagar Steam Navigation Co. Ltd., all engaged in the passenger and cargo traffic on the West Coast of India. Beginning with a carriage of one lakh of tons of cargo in 1919, the Scindia carries to-day about 12 lakhs tons of cargo including coal and salt. Indeed, it is no exaggeration to state that the history of the Scindia Company is, in effect the history of Indian shipping during the last quarter of a century. Undoubtedly, there were Indian enterprises before the advent of the Scindia such as of Chidambaram Pillai of Tuticorin, of Kala Mia and the Muslim merchants in Chittagong as well as many others in Bengal and Bombay and Kathiawar. It has been calculated that about 102 shipping companies with a total nominal capital of about Rs. 46 Crores were registered in India between 1860 and 1925 but a large number of them was driven out of the trade owing to the opposition and rate-cutting of the British shipping interests. The Scindia Company has not only survived the ruthless attacks of British shipping interests but has, on the contrary, maintained its ground and even expanded a little during the last ten years despite Government's apathy and inaction. We should not, however, lose sight of the fact in assessing Scindia's achievements that even now Indian shipping tonnage constitutes hardly 23 per cent of the total tonnage plying on the coast of India and the Indian shipping carries only about 25 per cent of India's coastal traffic while except for participation in the Haj Pilgrim traffic for a couple of years, Indian shipping has had no share whatever in the vast overseas trade of the country.

Why "Scindia"?

At this time, when the Scindia Company is commencing a new sphere of operations allied to and vital for its shipping activities, let us briefly recapitulate in outline the history of this national shipping company which from its inception has been owned, controlled and managed by Indians. Needless to say, this historic retrospect only sets out a few prominent landmarks in the struggle and development of this enterprise which has had to make its way in the face of official indifference and of the hostility of non-Indian interests.

People frequently ask as to why this shipping company is called "Scindia" and whether the Scindia Maharaja or the Gwalior State has any connection with it. The fact that the name "Scindia" is accidental and owes its origin to the first passenger ship "Loyalty" which was purchased from the Gwalior State and which led to the establishment of this Company. It was the British historian Seeley who remarked that India was conquered by Britain "in a fit of absence of mind". It can, indeed, be said much more truly that the Scindia itself was started in a fit of absence of mind. They were post-war boom days in India when India's economic ambitions were rising higher and when the political conditions also foreshadowed the quickening of the pace of constitutional progress. It was at this time that Mr. Walchand Hirachand, a leading contractor in those days, heard that the hospital ship "Loyalty" was on the market and with his usual vision, daring and enterprise, he came to the quick decision that the vessel must be purchased and an Indian shipping company should be formed to run it. In co-operation with the late Mr. Narottam Morarjee, the late Sir Lalubhai Samaldas and the late Mr. Kilachand Devchand, he formed the Company, took over the vessel and immediately established a passenger service between England and India. The Company encountered obstacles too numerous to recount at this stage and some of which were deliberately thrown in their way by British shipping interests who wanted to annihilate this infant enterprise in the initial stage. In any event the sailing of the "Loyalty" constitutes in the annals of the Scindia Company and of Indian shipping a memorable chapter because whatever its immediate results and the losses in which it involved the promoters as well as the shareholders, it laid the foundations of modern Indian shipping.

A Sensation

The second landmark in this romantic story was the purchase of six steamers of the Palace Shipping Company in England by the Scindia's management and their being berthed in the trade between India and the Continent as well as India and Burma. The sensation that this advent of Indian shipping enterprise in trades which had hitherto been almost exclusively dominated and controlled by British shipping interests caused was not less than that which was created when the India-built ship entered the Thames. The reaction of the British interests towards this enterprise was the same as it had been to all Indian ventures intruding in what they considered to be trades and routes built up by them, namely, one of relentless opposition with a view to extermination of any competitors. The fact that India had after the Montagu Reforms been placed on the way to responsible government or that the sacrifices of India during the Great War had entitled her to an equal and self-respecting place in the British Commonwealth, did not make any difference to these interests. A rate war broke out and the rate of Rs. 18/- per ton on rice from Rangoon to Bombay was brought down to Rs. 6/- per ton by the British shipping companies. The Scindia Company's steamer "Frankby" innovated the first coastal service and loaded rice in Burma in January 1921 when she lifted 6,400 tons of rice in a record period of less than 3 days. During these early efforts, the Scindia Company owed much to Sir Abdul Karim Jamal, the great rice merchant of Burma who lent his powerful support to the new Indian enterprise. In order to meet the strenuous rate war, the Scindia Company began to buy and sell rice on its own account for supplying cargo to the ships of the Company which made the shippers as well as the British shipping interests recognise that the Scindia Company meant business and had come to stay and obtain a share in the home waters of India. Efforts for amicable settlement were then started.

Shareholders' Sacrifices

Another landmark in the history of the Scindia Company was the offer made by the late Lord Inchcape in 1922 when he proposed that the Directors of the Scindia should sell the Company to the B. I. S. N. and made a tempting offer which would, in effect, have enormously benefited the shareholders, the Agents and the Directors of the Company The offer, however, was declined not only by the management and the Board of Directors but also by the shareholders who were prepared to undergo the necessary sacrifices for the continuation of the shipping company in the wider interests of India. In a striking passage in his speech delivered on the occasion of the opening of the Scindia House, the new Building of the Company, on 23rd December 1938, Mr. Walchand has paid a deserved tribute to the shareholders of the Scindia Company who although they had lost and were losing further, stood by the Company and the cause it represented, at a most critical moment in its life and has truly remarked that this was one of the most memorable and patriotic chapters in the history of joint stock enterprise in India.

The Scindia Company moved from this war and armistice to a period of truce when an agreement was eventually made and signed on 14th March 1923 between the British and Indian shipping companies. This agreement was, however, very one-sided and restrictive and was characterised as slave-bond by the representatives of the Company in their evidence before the Indian Mercantile Marine Committee. Although the Company started with a fleet of seven steamers aggregating to about 30,000 gross registered tons, the Agreement prevented it from increasing the number of its steamers beyond fourteen and its tonnage beyond 64,000 tons even at the end of fourteen years of its existence on the coast. The agreement also prevented it from going out of India, Burma and Ceylon and from having any passenger services, despite the fact that it inaugurated its work by a passenger service between Bombay and England and had berthed over fifty steamers in the Bombay Continental trade during the first three years of its existence. Although the existing fleet of the Company was not able to cope even with a few services on the coast, it could not be increased under the agreement by more than 7 steamers during a period of ten years thus averaging not more than one steamer per year.

It will be no doubt asked as to why the Scindia Company signed such an unfavourable and humiliating agreement. The plain fact was that in the absence of any Government support and in view of the heavy odds which faced it at the time this agreement was the only alternative to virtual extinction. Although this agreement entailed no progress, it did admit an Indian company for the first time to India's Coastal Conference which had hitherto been completely dominated and controlled by the British shipping combine. In this sense, even that unsatisfactory agreement constituted a mile-stone in Scindia's progress. There is no doubt that its psychological reactions on the shippers in particular and the public in general were favourable because it indicated that at least the period of open warfare was over and that the Scindia Company had to some extent stabilised itself as a commercial concern participating, inadequately no doubt but efficiently, in the coastal trade of India, Burma and Ceylon.

Rate Wars

Although Scindia was a member of the Coastal Conference, it was treated as though it was more on sufference than by right and despite the agreement, mutual confidence was lacking. During this period, the Company had to face certain concealed rate wars and entertained a feeling that the freight rates were kept deliberately lower in order not to enable it to make up for its past losses. There was a scramble for cargo in Burma as no quota system was in existence.

It was during the earlier part of this period that as a result of the Resolution of Sir Sivaswami Iyer in the Legislative Assembly, the Government of India appointed the Indian Mercantile Marine Committee which all but unanimously recommended the reservation of Indian coastal trade for Indian shipping for the promotion of Indian mercantile marine along with the establishment of a Training Ship for creating an Indian sea personnel. It was of course, too much to expect the Government of India, constituted as they have been, to implement this central recommendation of the Indian Mercantile Marine Committee, which remains unfulfilled till to-day and nas, in fact, been statutorily provided against in the Government of India Act 1935. But non-officials in the Assembly such as Mr. K. C. Neogy and Mr. S. N. Haji introduced measures for the reservation of the coastal trade for Indian shipping. Such a measure was declared 'intra-vires' of the Indian Legislature and Mr. Haji's Bill was passed by an overwhelming majority in September 1938.

To a student interested in the development of Indian shipping or Indian industry generally as well as the question of constitutional safeguards, a perusal of the debates in the Legislature during this period would be of immense interest. The Government which opposed the Coastal Reservation Bill, professed sympathy with the object of development of Indian shipping and contended that this could be achieved by a policy of goodwill, co-operation and negotiations. Accordingly, in 1929 when the Coastal Reservation Bill emerged from the Select Committee and was to come up for its third reading, the Commerce Member, Sir George Rainey, announced that the Government proposed to convene a Conference of the various interests concerned in order to arrive at a satisfactory solution of the question. This Conference was convened under the presidentship of the Viceroy, Lord Irwin, himself but it proved abortive owing to the intransigence of the British shipping interests who were not in any mood to discuss the ways and means of developing Indian shipping and bluntly stated that they had no authority from their Home Boards to go into such matters. After the failure of the Conference, the Government issued a communique on 6th January 1930 declaring that "the responsibility will rest with the Government of India" for securing the adequate participation of Indian shipping in the coastal and overseas trade of India. That responsibility, with the exception of Sir Joseph Bhore's good offices being utilised for arriving at the Tripartite Agreement and his Award in respect of small steamship companies, remains undischarged till now. Government have taken no action to protect, promote or encourage this vital industry during the last eleven years. The Coastal Reservation Bill which was postponed in order to give a chance to the Shipping Conference never revived. After the Lahore Congress in 1929, the Swaraj Party boycotted the Legislature and Mr. Haji, the sponsor of the Bill, also resigned later in 1930. Since national and progressive forces in the country had gone into the wilderness, there was slender hope of effecting the development of national shipping by means of legislative measures.

Indeed, the situation became still worse with the progress of the Round Table Conference because stringent and unprecedented sections were embodied in the Government of India Act ostensibly to prevent discrimination but really to prohibit any such measure as that of reservation of coastal trade for Indian shipping or the giving of subsidy or bounty to national shipping industry. While, therefore, a measure like the Coastal Reservation Bill could be introduced in the Legislature before 1935 and did, in fact, pass its first reading, it would to-day be doubtful if it could be introduced in the present legislature and the Federal Legislature of the future. It is to be plainly understood, therefore, that Indian shipping cannot any longer seek relief or salvation through the Legislature of its own country whose own powers and rights have been circumscribed and restricted in this very respect. It is not difficult to understand what prospects are in store for Indian shipping with a Government constitutionally subordinate to Britain which is vitally interested in the maintenance of its own shipping and a Government which is, moreover, devoid of any national outlook or policy while the Legislature is deprived of essential powers for safeguarding national interests.

Launching ceremony of the s.s. 'Jalabala' at Glasgow by Sjt. Vithalbhai J. Patel on 14th July, 1927.

In March 1933, the first Agreement which was made after Lord Inchcape's visit to India was about to expire, and through the good offices of Sir Joseph Bhore, a patriotic and progressive Commerce Member, the Scindia Company was able to improve its position a little and to secure somewhat better terms and in the new Tripartite Agreement with the two British shipping companies. The fleet of the Company was increased to 1,00,000 gross tons and it also entered into passenger trade in the Bay of Bengal in conjunction with the B.I.S.N. Co. A quota system was introduced at the principal ports which made for stability and rationalisation in working. Even in this Agreement, however, the Scindia Company was prohibited from participating in practically all the established overseas trades. There is no doubt, however, that disappointing and halting as this Agreement was when compared to the legitimate demands and aspirations of Indian shipping, it constituted an important milestone in the strenuous development of an Indian industry.

Bhore Award

It was during these days that the Scindia Company came to the rescue of the small and struggling Indian enterprise in the Bay of Bengal, namely, the Bengal Burma Steam Navigation Co. Ltd., which but for the prompt decision and timely assistance given to it by the Scindia would have either closed down or been taken over by the B.I.S.N. Co. and ceased to be an Indian concern. The Bengal Burma to-day, resurrected and renovated, has established itself on the Arracan Coast and has been plying passenger and mail steamers between Chittagong, Akyab and Rangoon during the last eight years. The other passenger line of the Scindia Company is between the Coromandel Coast ports and Rangoon.

Even before the new Agreement was made, certain small Indian steamship companies plying on the West Coast of India experienced considerable difficulties as a result of the policy of rate-cutting by the British shipping concerns with whom the Scindia Company declined to co-operate in this respect in view of their wider obligations towards smaller Indian enterprises as integral parts of a national merchant marine. The question assumed serious proportions in 1935 and a Shipping Conference was convened by Sir Joseph Bhore, whose Award enabled the small steamship companies not only to preserve their existence but also to secure nearly 85 per cent of the trade between certain ports in the West Coast which they had built up and the peculiar needs of which they were well able to meet. It is not too much to claim that both by saving the Bengal Burma Steam Navigation Co. Ltd., and by assisting and encouraging the smaller Indian companies on the West Coast to maintain their position and to secure a share of the trade, the Scindia Company has established its title to be called a national institution.

During the period of the second Agreement of the Scindia Company, one or two attempts were made to enter the overseas trade of the country. The first was a scheme submitted by its Chairman, Mr. Walchand, to the Government for developing a fast passenger service between Bombay and the Continent of Europe *with a Government guarantee*. The scheme, however, did not find favour with the authorities although it meant a practical step in the direction of expansion of Indian shipping and would have implemented the Government's undertaking in this respect.

Haj Traffic

As a result of the demand of several Muslim leaders and Port Haj Committees, the Scindia Company decided to participate in the Haj traffic in 1937. Several highly placed officials in the Government of India themselves welcomed the advent of a new concern and particularly an Indian shipping company in the Haj pilgrim traffic as that was bound to be helpful to the interests of the pilgrims. The Scindia Company's entry into this line constitutes another important landmark in its development because in the very first year of the inception of its service, the Company raised the standard of comforts and amenities of the pilgrim passengers and the steamer facilities, service and catering provided by the Company won appreciation and encomiums from those who travelled by its boats as well as the Port Haj Committees and leaders of Muslim public. The Scindia Company got two ships, "El-Madina" and "El-Hind", specially built in the United Kingdom for this traffic and renovated at considerable cost the steamer, "Englestan". But despite the strong support of the Muslim public and the goodwill of the pilgrims, the Scindia Company's participation was strongly opposed by the British shipping concern plying in this line, namely, the Mogul Line, and a drastic rate war ensued, during both the years when the Company participated in this traffic, at Bombay, Karachi and Calcutta. The Company suffered severe losses and in the second year, i.e. 1938, even the rates fixed by the then Commerce Member with the consent of both the shipping companies were undercut by the British shipping company which denounced the agreement when it suited its interest to do so. Although the Scindia Company's services in this line are now a matter beyond dispute, during the last two years the Company has been unable to participate in this traffic because the quota assigned to it was not in consonance with its demand or consistent with its performance during the two previous years. Since the withdrawal of the Scindia Company, the Government have considered it proper to assist the British shipping company in meeting additional expenditure due to war conditions and has also permitted it to increase the rates of fares. The Scindia Company has been willing and prepared to carry out its obligations in respect of this traffic and maintain its pilgrim services to the entire satisfaction of the authorities and the pilgrims provided it is given an equal share in traffic which emanates from India, terminates in India and is concerned with the carriage of Indian pilgrim passengers.

Co-ordination And Unity

Consistent with its policy of co-ordination of Indian shipping interest with a view to achieve rationalisation and a united front, the Scindia Company has been able to take over the Managing Agency of one of the biggest Indian shipping concerns, namely, the Bombay Steam Navigation Co., Ltd., from its British Managing Agents and has saved, by giving timely financial assistance, another small company, the Indian Co-operative Navigation & Trading Co., Ltd. Thus on the west coast of India to-day, the Scindia Company has been able to achieve co-ordination and to control the major portion of shipping there. Unlike some other industries in India, the harmonious working of the various Indian shipping concerns has not been marred by internal dissensions and undue competition and it can be claimed without exaggeration that although this is due mainly to the predominant position of the Scindia Company, its own policy of supporting and saving smaller Indian enterprises even at the risk of losing a portion of its own trade, has been responsible for concerted efforts in the Indian shipping industry.

But the Scindia Company's contribution to the development of a national mercantile marine does not end there. It was due to the efforts of the Scindia Company that the Training Ship "Dufferin" for training Indian officers and engineers was established in Bombay and the Company's Chairman and General Manager who have been on the Governing Body of the Training Ship have throughout taken a keen and continuous interest in the management and

A NATIONAL INSTITUTION

How National Shipping Faced The Menace Of Rate Wars Imposed By Foreign Concerns

CO-ORDINATION AND UNITY, SECRET OF SUCCESS

progress of this Ship and in the employment and the welfare of the cadets turned out by it. Over 54 per cent. of the total number of cadets who have been trained in the "Dufferin" have been absorbed by the Scindia Company The Company gives preference only to ex-cadets of the "Dufferin" for its officers and engineers. The Company has also given scholarships not only in the Training Ship but also for training marine engineers abroad It is moreover owing to the Scindia Company that Indians were trained as wireless operators and the personnel of the Wireless Department in the whole fleet of the Scindia Company is entirely Indian. The admission and employment of Indians in such shore services as the Bengal Pilot Service and Port Trust Services have in no small sense been due to the officers of the Company.

Shipyard

At this juncture when the Scindia Company is establishing its own shipbuilding yard, it might be of interest to mention that while until 1926-27 the Company ran its cargo services with vessels purchased from outside, it was in this year that the Company for the first time placed orders with the well-known shipbuilding firm in Glasgow, Messrs. Lithgows, for three cargo ships, "Jalabala", "Jaladuta" and "Jalaveera", which were launched respectively by the late Sjt. Vithalbhai Patel (President of the Legislative Assembly), Pandit Motilal Nehru and Dr. R. P. Paranjpey (then member of the Secretary of State's Council). The Company has also built other vessels from time to time—8 in all in the United Kingdom including its Haj pilgrim ships S. S. "El-Madina" which has won praises from all who have travelled by her and was built for the Company by Messrs. Barclay Curle. The Company with its associated concerns requires its fleet to be continually replaced and modernised and is now in a position to build up its own market for tonnage.

The Management of the Company has been considering the question of having a shipyard of its own since 1935 and were negotiating with the Calcutta Port Commissioners since 1937 but without success. The rate of rent proposed to be charged at Calcutta was exorbitant and no suitable site was available in Bombay while the Port authorities in Calcutta declined to consider the broader national aspect of such an important industry. The Government of India themselves having failed to influence the port authorities, the Company decided in the middle of last year to have its shipyard in Vizagapatam which was suitable in several respects. During the last one year, although the Company has secured land, it has had to face immense difficulties primarily because during this period of war the Governments in India and in England have not agreed to recognise and encourage shipbuilding in India as a part of their war efforts. The proposal for the bodily transfer of a shipyard from the United Kingdom made at the instance of a high Government official did not find favour with the British authorities. The Company has also found great difficulties in securing priorities for steel, machinery, machine tools and technical personnel. But in spite of these obstacles, disappointments and even discouragement, the Company is determined to proceed with the scheme and overcome all difficulties For its motto has always been the harder the task, the greater the call.

Coastal Trade

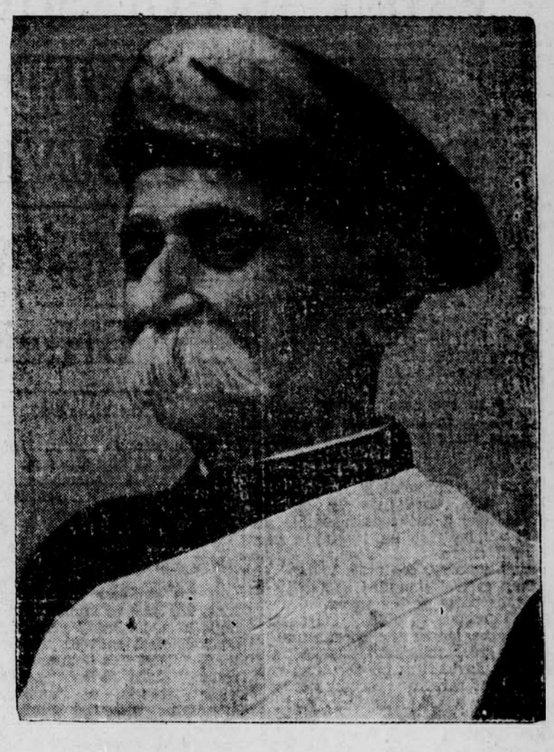
Although the last Tripartite Agreement expired over a year and a half ago, "and although strenuous efforts were made for its revision" with a view to secure at least an equal portion of the coastal trade of India, Burma and Ceylon, passenger and cargo, to national shipping after nearly quarter of a century's existence and struggle for ensuring the participation and gradual expansion of Indian shipping in the adjacent and other overseas trades, "the old Agreement had to be continued in the absence of any active sympathy or support of the Government," and the ambition for an adequate and efficient Indian mercantile marine still remains unfulfilled as ever. On the other hand, the war has brought serious and difficult problems for the Scindia Company and its associated concerns because of the requisition policy of the Government and the attitude adopted by the British Ministry of Shipping. This is not the place nor the occasion for a review of the position of Indian shipping during the war, but it is sufficient to state that even the tiny and insignificant Indian merchant fleet built up despite official apathy and the opposition of British shipping interests has been found useful by the British Government and the Government of India for purposes of naval defence as well as carriage of troops, munitions and stores. It is, therefore, all the more essential for the Government to realise their obligations towards Indian shipping with a view to establish it and expand it as an integral part of India's national economy.

Secret Of Success

When so many Indian ventures in shipping have failed and have been ruined, what has been the secret of the continued existence and the meagre expansion of the Scindia Company during the last twenty years? To begin with, shipping requires enormous capital and fortunately the Scindia Company was able, partly owing to the post-war conditions and partly owing to the confidence inspired by the names of its promoters and its Managing Agents, to acquire the requisite capital in order to enable it to withstand strenuous rate wars. It must also be recognised that the political conditions after the last war had changed from what they were before and during the era of reforms at least until Mr. Montagu was at the helm of affairs, there was a liberal spirit inspiring the policies and administration in India Among the persons associated with the Scindia Company there were men like Mr. Narottam Morarjee, the merchant prince whose services were invaluable for developing the Company, Mr. Walchand Hirachand who provided the necessary "drive" and courage, the late Sir Lallubhai Samaldas, then a member of the Council of State, whose guidance and influence were of considerable value and the late Sir Dinshaw Vacha a prominent moderate politician of erudition. In the political atmosphere of 1920-24, the enterprise and national feeling of the management enabled the Company to mobilise public opinion in support of their claim for a share for Indian shipping in India's own home waters. It should also be emphasised that the success of the Scindia Company is in no small degree due to the ability and devotion of its staff and Sri Vallabhbhai Patel in opening the new Building of the Scindia Company in December 1938, paid a tribute to them by stating that "one noteworthy fact about the Scindia Company which is worth taking pride in, is that its principal men are all competent and work in a team-spirit and are capable of undertaking any responsible work. This really has made the Company what it is and without mentioning any names, I would on behalf of you all congratulate the principal men in its staff for their services and achievements". The cargo services of the Company were, despite comparative experience in the shipping line, not a whit less efficient than those of British shipping concerns and the shippers were entirely convinced that the Scindia Company's entry had not only raised their status as Indians but had helped them in their trade facilities and requirements in a variety of ways. The Imperial Shipping Committee in their Report have paid a tribute to the Scindia Company which "with a vigorous management" is "conscious of its position as the premier shipping company owned and controlled by British Indians."

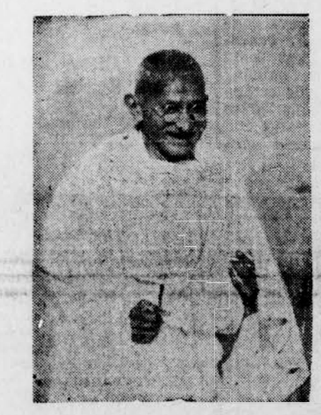
Politics?

It is frequently a charge against the Scindia Company that it has a tendency to introduce politics in the realm of business. But it should be pointed out in this context that the development of shipping is an instrument of national policy in almost all important maritime countries of the world, whose governments follow in various degrees and by several methods a policy of active participation in the development and conduct of their national shipping. Shipping is not only an industry but it is one of the world's most ancient forms of transport; it is the carrier of commerce as well as culture but above all it is a second line of national defence. The foundations of British shipping have been politically laid as shipping has been related to adventure and colonial expeditions and acquisition of territories all the world over India itself has been conquered by the sea route and shipping is vital to the United Kingdom and the British Commonwealth which, in the last analysis, are based on the sea Indian shipping as a nascent industry has to contend with opposition and competition in its very own home waters India's shipping tonnage bears no proportion to its large coastal trade or its vast overseas trade which is carried and controlled by non-Indian shipping Indian shipping has been and will continue to be an integral part of the national struggle for political and economic emancipation.



Sir Lallubhai Samaldas

Mahatma Gandhi's Blessings

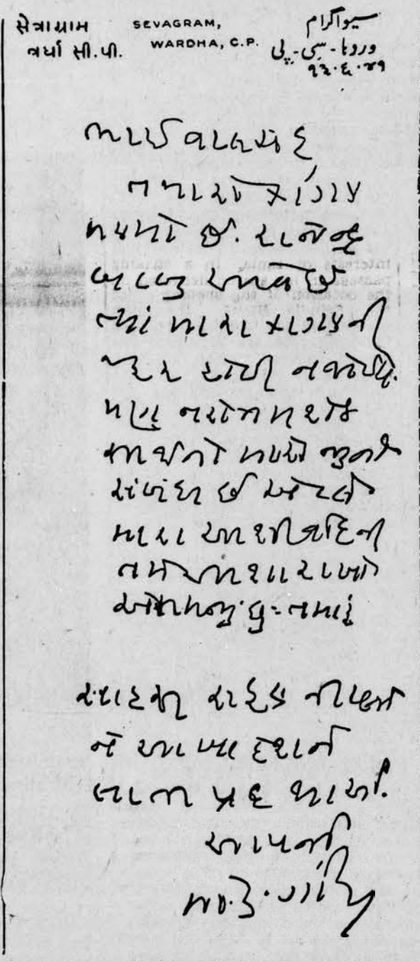


SEVAGRAM, Wardha, C. P., June 13, 1941.

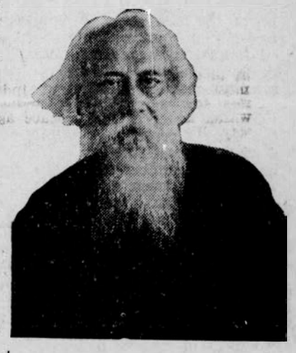
Dear Walchand,

I am in receipt of your letter. As Rajendra Babu is going to Vizagapatam, there should be no necessity of a message from me. In view, however, of my old association with the late Sheth Narottam, I can quite understand that you would expect my blessings on this occasion. May your enterprise be successful and may it be beneficial to the whole country.

Yours,
M. K. GANDHI.



"Generations Will Remember This Occasion" —POET TAGORE.



The following is a message of good wishes received from Dr. Rabindranath Tagore on the occasion of the laying of the Foundation Stone of the Scindia Shipbuilding Yard at Vizagapatam.

"I am very glad to know of the new enterprise of the Scindia Company. In giving India its own shipbuilding yards, you will have built one of the main pillars of its prosperity and independence I congratulate you on your initiative and wish your enterprise all success. The future generations of our country will have reason to remember this occasion with gratitude. I hope the day is not distant when Indians shall sail the seas in their own ship, flying the flag of their own country."

Sjt. Bhulabhai J. Desai laying the foundation stone of the Scindia House, 5th November, 1936.

A TRIUMPH FOR THE NATION

Referring to India's new project of shipbuilding, in a speech at Vizagapatam Mrs. Naidu said that it was a great triumph for the national industry of India, and hoped that it would make remarkable strides in years to come under the inspiring guidance of Mr. Walchand Hirachand, the sponsor of this project.

WILL GOVERNMENT WAKE UP?

Mr. Chunilal B. Mehta's Message

From Mr. Chunilal B. Mehta, President of the Federation of Indian Chambers of Commerce and Industry:

"I deem it a great privilege to send my warmest congratulations to the Scindia Steam Navigation Company on the occasion of the Foundation Stone Ceremony of India's first National Shipbuilding Yard—an occasion which, I am sure, will go down as an epoch-making event in India's economic history. The Scindias have been pioneers in the field of laying the foundations of a truly national Indian shipping against numerous odds and it is in the fitness of things that, true to their tradition, they should pioneer the attempt to establish the first Indian National Shipbuilding Yard. I also take this opportunity of conveying my greeting to the President of the Scindias Mr. Walchandbhai and to say how much the country owes to his great qualities of dynamic energy and perseverance which have played so conspicuous a part in the establishment of the Shipbuilding Yard. I earnestly hope and trust that even at this late hour the Government of India would be awakened to their duty to Indian Shipping and Indian Shipbuilding and give all possible assistance to enable the Industry to build up on sure and secure foundations."

HOW THE GOVT. RESPOND

(Continued from page V).

seems to have been lost upon them. Promises made and assurances given after the last war remain unhonoured and unfulfilled. The small Indian mercantile marine has been of immense use to the Government of India in the defence of India's coasts and in the carriage of men, materials and munitions to the theatres of war. The present war has brought vividly home the truth to every maritime country that it must have its Navy of Commerce and Navy of Defence. A maritime country must be self-sufficient in this matter of supreme importance for the economic welfare and the safety of its people.

At a time when the Government of the United Kingdom considers its paramount duty to assure even the highly developed British shipping with its immense resources that "the necessity of maintaining the British mercantile marine in adequate strength and in a position of full competitive efficiency" will be kept constantly in mind, will the Government of India play with the problem of the imperative need of a Merchant Navy for India from all points of view and win the victory in the interpretation of the words, "possible and reasonable" or will they even now not fail to take a long-range view and realise the gravity of the situation and take active steps for discharging the responsibility about which they have given repeated assurances on the floor of the House and thus redeem their promises to provide for an adequate participation of Indian shipping in the coastal trade where it has got a paltry share of 25 per cent and in the overseas trade of India where it has no position whatsoever.

INDIA'S MARITIME HISTORY

WHEN ART OF SHIP-BUILDING HAD REACHED HIGH DEGREE OF DEVELOPMENT

How Indian Ships Were Banned By Britain

(Contributed)

As in the case of all other branches of the history of ancient India there is no doubt a considerable lack of historical records directly bearing upon the shipbuilding activities of the country. It is all the same a fact that the noble art of shipbuilding had reached a very high degree of development in this country, centuries before it had even a crude beginning in other parts of the world.

Reference to ships and their voyages across the oceans and to the great merchant princes and their adventures on the high seas are not rare in early works as ancient as the Rig Veda and in more modern epic and classical Sanskrit, Pali and Tamil literature, and there actually exists a Sanskrit manuscript called the Yukti Kalpataru which describes the constructions of ships, both for river and ocean navigation according to which 27 different types of ships were constructed in India, the measurement of the largest ocean-going vessel being given as 276 ft. x 36 ft. x 27 ft. which would measure about 2,300 tons burden.

Over and above this, there are numerous archaeological and neumismatical records which go to prove the fact that shipbuilding and shipping were highly developed industries in ancient India, in fact, unrivalled in any other maritime country of that age.

The existence of the industry in the early centuries before the Christian era is further testified to by a great number of foreign writers hailing from ancient Rome and Greece, by men like Pliny, Strabo, Agatharcides, Arrian, the author of the Periplus, the various Greek ambassadors to Indian empires of the Mauryan and the Gupta periods, and later by Chinese and Arab travellers who visited the country during various epochs.

The Andhra Kushan period also is full of authentic evidence showing great shipping and shipbuilding activities, on the whole of the Eastern Coast. The first colonisation of Java was carried out by the Indians of the Coromandel coast in ships built by themselves, as early as 75 A.D. The second colonisation of Java was carried out by the inhabitants of Saurashtra in the 6th century A.D. Not only Java, but the entire area from Pegu right round the Java Sea Siam and Spice Islands and the Isles in the Yellow Sea and the Pacific upto Manila and some parts of South America bear unmistakable evidences of having been colonised by the Indians, chiefly by the Andhras and the Tamils.

Large ships of over 1,000 tons are mentioned and the fleets of the Indians on the West Coast were counted in thousands.

Size And Types Of India-Built Ships

The Pali books, Mahavamsa and Raja Valliya speak of vessels that carried 700 passengers on the high seas. Marco Polo (13th century) has left a description of Indian vessels of great size and excellent construction. He saw ships that carried 10 small boats, slung on the sides, like modern life boats, with falls and tackle to lower them into water or haul them over the sides, with 60 cabins below the main deck for berthed passengers, mostly four-masters and with as many as 14 water-tight-compartments separated by stout bulkheads. Yule in his "Cathey" mentions Rajput ships from Kathiawar sailing to China, of over a thousand tons burden, and Friar Odoric actually saw, in the 14th century, such a Rajput ship carrying 700 passengers. Referring to the statement of Friar Odoric, Dr. Vincent remarks: "This is a confirmation of the account we have of those large ships from the time of Agatharcides (171 B.C.) to the 16th century; the ships of Gujarat which traversed the Indian Ocean [illegible] ages." Varthema (1503 A.D.) mentions vessels of 1,000 tons built at Masulipatam.

When it is remembered that right upto the 17th century the European ships averaged about 250 tons and that the first convoy of the East India Co. to India had 5 ships, the largest of which, the "Hector" was only 600 tons and the smallest just about 100 tons, the size of Indian ships, as built in those early centuries, appear colossal indeed. No wonder then, that a foreign traveller (1328 A.D.) speaks of these vessels, as "sailing like mountains, with the wings of the winds". When the Portuguese brought a vessel of 1500 tons to Indian waters it was found to be much smaller than a Gogha vessel, the "Rehemy" which even the Portuguese described as "at this time the largest vessel in the Indian Seas."

These facts prove beyond a shadow of doubt that the largest ships to be ever built before the 17th century were Indian ships and these sizes and types were common in India from the earliest times.

Indian Timber Versus English Oak

The material with which these ships were built was mainly Indian timber, so plentiful on the West Coast of Gujarat and Malabar. Indian timber was so highly valued for its durability and almost perenial indestructibility that this timber was used in the prehistoric palaces of Nebuchanazar in ancient Babylon as also in the buildings of Ur of the Chaldees. The ships of India, built with this timber had a longevity which was a shock and a surprise even to the arrogant builders of the "Oken Walls" of England.

The East India Company records speak of a vessel the "Deria Dowlat", built at Bhavnagar in 1750 A.D. which was sound in limb and body in 1837, that is after 87 years of wear and tear, and this at a time when **"every ship in the Navy of Great Britain had to be renewed every 12 years."** A ship built in Bombay Dockyard with Indian timber, the "Sir Edward Hughes" had performed eight European voyages as a merchantman when it was found sound enough to begin its career in the British Navy, at a time when **"no Europe-built Indiaman was capable of going more than six voyages with safety."**

India-Built Ships And East India Company

In the 18th century when the Englishmen were striving for power in the continent of India, the Europeans, instead of vaunting their ships in the face of Indians as they are doing to-day, were more than content to sit at the feet of Indian master shipwrights as eager pupils. Once, however, they had succeeded in exploiting to their own advantage the confusion amongst the warring protentates in the country, they determined to beg, borrow or steal Indian ships against whom their own craft was no match whatsoever. To mention only one such stealing expedition in 1540 A.D., the Portuguese led an expedition "against Agashi (near Bassein) with the sole object of getting possession of a great ship, which was being built there."

The East India Company were naturally convinced that India-built ships, in the words of Stanley Rogers, ended only when they "were wrecked or they became obsolete" but "they never wore out". They were a body of traders primarily, and political conquerors consequentially. It therefore paid them to have their ships built in India. Besides, the unseaworthiness of certain types of English ships, especially of those built after the close of the revolutionary wars, had sorely tried their patience and their finances, as these types had earned the unenviable nick-name of "coffin ships" and had an inconvenient habit of foundering without sufficient provocation.

The Company, therefore, in the first instance, imported an English shipbuilder, to wit, Mr Warrick Pelt, in 1668, and he built two ships at Surat for them the equipment and stores for which were brought over from England, but these vessels had a very short life. He, however, established a yard at Surat which was maintained upto 1735, and then transferred to Bombay, along with its foreman, Mr. Lowjee Nuserwanjee, whose family ultimately became the master shipwrights and shipbuilders of the Company, and held that position for a good part of a century and a quarter.

Between the years 1736 and 1863 the Bombay Dockyard of the Company built no less than about 300 small and large ships of all known varieties like Grab, Ketch, Snow, Schooner, Brig, Merchant Ship, Port Craft, Tender, Pilot vessel, and even Line of Battle Ships, and other warcraft for the Royal Navy of England. In fact, the activities of the Bombay Dockyard from 1736 to 1778 were mainly restricted to the building of naval craft for the company's Marine and built several vessels carrying from 14 to 32 guns but quite a good few trading vessels also were built during this period.

Besides Bombay, the Company had several shipbuilding centres in the Hoogly and in Sylhet, Chittagong and Dacca. By 1781 Calcutta had become an important centre of shipbuilding for the East India Company. Between 1781 and 1800, 35 ships with an aggregate tonnage of 17,000 tons were built on the Hoogly. The next two decades saw an enormous increase in the Bengal shipbuilding activity and between 1801 and 1821 the Hoogly dockyard launched 237 ships of a total tonnage of 105,693 tons.

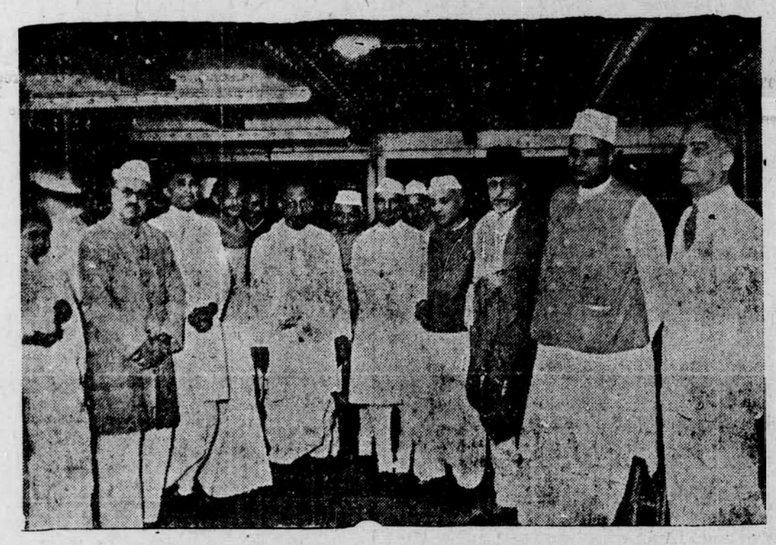
Support To The Ship-Building Activities In India

The East India Co. were monopolists as traders. There was, however, an increasing body of interlopers and under an arrangement arrived at between the latter and the Company in 1798, about 3,000 tons annually had to be provided for them by the Company in their own merchant fleet. As there was no arrangement about rates of freights, the Company charged them arbitrary and prohibitive rates, and as trading by the Company's vessels became impossible, they seldom utilised the space so allotted to them. Lord Wellesley, the then Governor-General however actively assisted these merchants in obtaining ships owned by Indian shipowners of those times, to enable them to carry their trade to the United Kingdom economically, in better ships, with lower rates. In doing this, Lord Wellesley was flouting the express instructions of the Court of Directors of the John Company and was vehemently and continuously reprimanded by them. He was, however, so enthusiastic about the development of shipbuilding in India in the economic interests of his own countrymen, of course, that he advocated that ships for the British navy and the British trade also should be built in India. Writing in 1800 he said;

"The port of Calcutta contains about 10,000 tons of shipping, built in India, of a description calculated for the conveyance of cargoes. From the quantity of private tonnage now at command in the port of Calcutta, from the state of perfection which the art of shipbuilding has already attained in Bengal (promising a still more rapid progress and supported by abundant and increasing supply of timbers), it is certain that this port will always be able to furnish tonnage to whatever extent may be required for conveying to the Port of London the trade of the private British merchants of Bengal."

This attitude of Lord Wellesley was resented by a majority on the Court of Directors, on which there sat a number of British shipbuilders and shipowners, whose interests clashed with those of merchants. Pressure was constantly brought upon Parliament to force the East India Company to desist from building ships in India, but the sailing superiority of Indian-built ships over ships built in England and their favourably economic cost

Sardar Vallabhbhai Patel declaring the Scindia House open, 23rd December, 1938.



Pandit Jawaharlal Nehru with members of the Congress Working Committee on board the s.s. 'El Madina', 2nd January, 1938.

India-built ship would be £325. Say, that a ship of the line in its original cost is £100,000
Four times renewed £400,000
A Bombay Ship £75,000
Therefore saving £325,000

This calculation is excessive, but it is chosen to show how much may be saved even though half of it may be erroneous."

And Bitter Opposition From British Interests

Meantime the opposition to India-built ships, built at lower costs and manned with Indian sailors, and thus offering crushing competition to English-built ships, manned by English sailors, was gathering like an ugly storm. In the words of Dr. Taylor (not to be confused with Col. Meadows Taylor):

"The arrival in the Port of London of Indian produce in Indian-built ships created a sensation among the monopolists which could never have been exceeded if a hostile fleet had appeared in the Thames. The shipbuilders of the Port of London took the lead in raising the cry of alarm; they declared that their business was on the point of ruin and that the families of all the shipwrights in England were certain to be reduced to starvation."

The Court of Directors, writing from the East India House, on 27th June, 1801, to the House of Lords, used an argument, as novel and strange as it is incidentally damning to the English character. As merchants benefiting by cheaper and better built ships they were not opposed to India-built ships being employed in the Indo-British trade, but they were opposed to the employment of Indian sailors on grounds which should be read to be believed. Appendix No. 47 to the Supplement to the Fourth Report of the Select Committee on the East India Company affairs, pages 23-24, para 17, reads as under. The native sailors of India, it says:

"are, to the disgrace of our national morals, on their arrival here, led into scenes which soon divest them of the respect and awe they had entertained in India for the European character . . . the contemptuous reports which they disseminate on their return cannot fail to have a very favourable influence upon the minds of these Asiatic subjects, whose reverence for our character, which has hitherto contributed to maintain our supremacy in the East . . . will be gradually changed for most degrading conceptions . . . and if an indignant apprehension of having hitherto rated us too highly or respected us too much, should once possess them, the effects of it may prove extremely detrimental."

The Court, therefore, suggested that Indian sailors should not be allowed to be taken on India-built ships or any other ships, but they should be replaced by European sailors who, the Court proceed to state:

"will flock in great numbers to India; and hence it may be expected that colonisation will be accelerated there."

They conclude with the following significant peroration:

"No British heart would wish that any of the brave men, who had merited so much of their country, should be without bread, whilst natives of the East brought ships belonging to our own subjects to our own ports. Considered therefore, in a physical, moral, commercial and political view, the apparent consequences of admitting these Indian sailors largely into our navigation form a strong additional object to the concession of the proposed privilege to any ships manned by them."

Indian Ships Banned By Parliament

In response to the growing clamour against Indian shipbuilding a Select Committee of the House of Commons with Sir Robert Peel (afterwards the Prime Minister) as Chairman, collected evidence on "Issues relating to the East India Ship Building." The opponents of India-built ships led the evidence to show how British shipbuilding yards would be closed down, if Indian ships were not entirely prohibited entry into English waters. One of the then great English Shipbuilders, Mr. Jone Hillman, pointed out that the British Shipbuilding Industry depended on the East Indies trade, and it would be impossible for them to remain in existence if ships were built in India. "An Indian built teak-ship", he said, "after she has performed six voyages, is equal to one of ours, after she has performed three." Another equally famous English shipbuilder, Mr. James Hughes said that employment in the Thames yards, is falling off, because ships are built in India. They all say what is said by Hillman and Hughes. They are frankly apprehensive of Indians as shipbuilders, whose workmanship, they admit "is of a superior kind."

The other side contended that India-built ships were better, were more long lived and therefore were more economical for trade and transport. They wanted India-built ships if the trade of England was to prosper. They wanted India-built ships to compete with the American ships, which were far superior to British-built ships, for Indian ships had already proved better competitors in the continents of Europe and America. Their numbers, therefore, they contended, should be increased in those trades—in fact, in all trades.

Mr. Allan Gilmore, merchant, stated that the freight was always lower and more reasonable by an India-built ship than by the other ships and if India-built shipping were to be totally excluded from English ports the position of the merchant exporters would be infinitely worse. He also said that British ships were certainly not so durable as the Indian ships. He had no doubt that the Indian ships would last, in his opinion, three or four times as long as a British ship, and would scarcely required any material repairs in 15 or 20 years, whereas a European ship would be requiring constant repairs and probably be broken up long before the Indian ship. Mr. James Walker, another merchant and shipowner of an India-built ship, admitted that a cheap ship was a great advantage to him and that is why he procured a ship built in India, for he knew that the India-built ship would last infinitely longer than a British ship and he was informed that the workmanship of the Indians was of a very superior order. Mr. Thomas Todd, a mast maker, said that a mast built on the Thames would hardly last more than two or three voyages, but he knew Indian masts were quite sound after five or six voyages. A similar story was told by Mr. John Molmere about blocks which he said were made far superior in India because they had better materials.

The evidence submitted to the above Committee runs into nearly 600 pages and the opinions are sharply divided for and against Indian ships as expressed by the English shipbuilder and the English merchant; the former vigorously against Indian ships in his own interest, and the latter as vigorously for Indian ships, also in his own interest. The evidence was presented to the Parliament in the year 1814, which was a crucial year for the fortunes of the East India Company. Parliament acted upon the Report of the Select Committee and Act 55, George III, Chapter CXVI, Section 6, and the following sections laid down that Indian sailors even though they were the subject of His Majesty of England shall not be deemed to be "British mariners" and any ship even though British, which had not on board three-fourths of its crew of British mariners, or seven British mariners per 100 register tons, would be liable to forfeiture, and that no ship was to enter the Port of London whose master was not a British mariner. The East India Company was authorised to use Indian built ships till 1st August, 1814 only, which period was extended by one year subsequently. The same applied to private traders. Stringent laws on the broad lines of Navigation Laws of England were applied to the shipping employed by the East India Company. Thus Act 34, George III, Chapter 68, repeated the warning contained in 12 Carolina that only English-built ships should import goods from South and East of Good Hope. The monopoly of trade was taken away from the East India Co. in this

(Continued on Page XII)

Modern India's First Ship-Building Yard

HISTORY OF THE VIZAGAPATAM PROJECT

1,15,000 Square Feet Of Hull Structural Workshops With Latest Machinery

India was famous for several centuries in the past for her proficiency in the art of building ships. The greatness of the Indian Shipbuilding Industry was recognised even by Great Britain. Several wooden vessels were built for the British Navy in Bombay a little more than 100 years ago. The 36-gun frigate "Pitt" was built in 1805. Six ships of the line of 74 guns and five of 84 guns were built in the years shortly following that date and the composite brig "Fame" was constructed as late as 1889. With the growth however, of the political power of Great Britain in India, the interests of the Indian Shipbuilding Industry were sacrificed for the benefit of the British Shipbuilders and every conceivable step was taken for discouraging the carriage of the trade between India and Great Britain in Indian-built ships. Thus began the decline and fall of an ancient industry of India and the Indian Shipbuilding Industry lost all opportunities of adding a new chapter to her magnificent history when steam was substituted for sail and steel for wood. A maritime country of India's importance had, therefore, to depend entirely on foreign-built ships for its maritime activities as well as for its defence.

Promise Not Fulfilled

The absence of modern Shipbuilding Yards in India was seriously felt during the last great war. The submarine menace which sank a large number of ships at sea, the necessity of maintaining a regular flow of steamers for the export and the import trade of the land and the supreme requirements of efficient vessels for assisting the defence of the country brought vividly home to every maritime power that it must have large and comprehensive facilities for the building of such vessels within its own territory. A representative conference which met at Delhi in 1918 urged upon the Government that they should take measures with as little delay as possible for the construction of modern ships in India. In his speech in the Indian Legislative Council in 1918 in accepting the resolution on the Shipbuilding Industry in the form viz:—

"That this Council recommends to the Governor General in Council that as soon as circumstances permit the Government should consider in what way the industry of shipbuilding can best be encouraged in India,"

the Government spokesman remarked that

"Shipbuilding, as our friend pointed out just now, is a very ancient industry in India and I hope that immediately after the war is ended and the circumstances permit, vigorous efforts will be made to revive it."

This promise to make "vigorous efforts" to revive the Indian Shipbuilding Industry was made on the floor of the House on the 24th September 1918. We are now in the midst of 1941. Twenty-three long years have passed by. It is, therefore, a matter of deep disappointment for India that not a single step has been taken by the Government of the land since the acceptance of that resolution for reviving and building up a modern Indian Shipbuilding Industry in this country. The demand for the building up of such an industry did not disappear with the end of the war. On the contrary, it beeame more general and more vocal than before and even the Indian Mercantile Marine Committee appointed by the Government of India themselves recognised the need of starting a Shipbuilding Industry in India and made definite suggestions for its establishment in this country. It is unfortunate that those recommendations have been completely ignored, although we are now in the midst of another world war.

Scindia's Struggles

The idea of building modern ships in Indian Shipbuilding Yards was conceived simultaneously with the promotion of the Scindia Company in 1919 and it was the aim and object of the promoters of that Company that India should develop an Indian Merchant Navy consisting of ships built in Indian Shipbuilding Yards. When the late Sheth Narottam Morarjee and Mr. Walchand Hirachand the present Chairman of the Scindia Company, went to England in 1919 for buying steamers for the Scindia Company they also discussed with Shipbuilding experts in Great Britain the problems connected with the building of modern ships in India. The severe rate wars which the Scindia Company had to face from the B.I. in the initial years of its existence, the absence of support and encouragement for the development of national industries—not to speak of a policy of frequent hindrance and hostility—on the part of the Government of the land and the deep depression in the world of shipping which followed during those years made it impossible for the Scindia Company to realise its dream of building Indian ships in an Indian Shipbuilding Yard. It is, therefore, a matter of supreme satisfaction that after strenuous struggles and endeavours, the Scindia Company has now been able to launch upon its new enterprise of establishing a Shipbuilding Yard at Vizagapatam. To-day, the 21st June, 1941, will therefore remain ever memorable in the history of Indian shipping as a day when India took the first step for reviving one of her ancient industries for which she had in the past become famous throughout the world.

Essentials Of A Modern Ship-Building Yard

It will be interesting to consider here what the essentials of a modern shipbuilding yard are and how the Scindia Company proposes to lay out its Yard at Vizagapatam. The essential requirements are:—

1. A suitable site,
2. Requisite depth of water,
3. Proximity of Raw materials
4. Supply of labour,
5. Dry-docking facilities,
6. Road and Rail connections. and
7. Supply of fresh water.

SITE: A suitable site for the Scindia Shipyard has been selected in the southwest of Vizagapatam Harbour. Vizagapatam is situated on the Coromandel Coast about midway between Madras and Calcutta and shares with the adjoining health resort, Waltair, a bracing climate which cannot fail to have beneficial effects on the workers. The Harbour has been developed on modern lines within the last few years and is well protected. The selected site has been acquired on a lease for 99 years and measures about 55 acres. The soil is firm and overlays rock at moderate depths. This is peculiarly suitable for bearing heavy loads common to shipyards.

DEPTH OF WATER: The waters of the harbour near the shipyard site are of ample depth and extent to permit of the launching of even the biggest ships of the present day. The tidal range is very satisfactory and currents are negligible even after heavy rains

PROXIMITY OF RAW MATERIALS: Steel, which is the most important raw material, can be railed down from Tatanagar which is at a distance of only 553 miles on the main railway line from Vizagapatam.

SUPPLY OF LABOUR:—Unskilled labour can be obtained locally. As there are no outstanding industrial works, a large part of the skilled labour will have to be obtained from outside. It is also proposed to train skilled labour required for the Yard. The policy of the Company is to maintain a regular force of skilled labour on the spot, and a part of its scheme is to lay out a colony for its workers where they can live under modern standards of comforts of life. Possession of about 146 acres of land for the laying out of a colony has already been taken. The Company is also negotiating for further plots of land admeasuring about 154 acres for the requirements of the full scheme of the colony for its workers.

DRY-DOCKING FACILITIES: Negotiations for obtaining a suitable plot of land near the shipyard site for laying out a dry-dock have made a fairly good progress. It is a part of the scheme to obtain the site for the dry-dock and to lay it out in due course. The dry-dock proposed to be built will accommodate the largest vessels which can be built in the proposed Shipyard. As there is no dry-dock at Vizagapatam for docking a big modern steamer, the proposed dry-dock is bound to be a valuable addition to the existing facilities of the port.

ROAD AND RAIL CONNECTIONS: The selected site is situated on the great trunk road between Madras and Calcutta. There is at present no rail connection to the site. Negotiations for extending the Port Administration's Railway system, which is connected with the main lines of the Bengal Nagpur and Madras and Southern Maharatta Railways, up to the Shipyard are completed and the matter is now before the Government of India for their final approval. It is expected that this extension will be completed with the next two years. The guaranteeing by the Scindia Company of the full amount of depreciation on the capital outlay on this extension and a certain minimum return by way of interest thereon is a striking illustration of how the Indian shipbuilding industry has to establish itself in India not only without any "aid" or "concession" from the Government of India but even under onerous conditions imposed on it by that Government.

SUPPLY OF FRESH WATER: There are two sources of supply of fresh water not far from the site of the Shipyard. There is a piped gravitational supply from the adjoining valley near the site. There is also a supply of sweet water pumped from wells situated at a short distance from that site.

Arrangements In The Shipyard

Within the shipyard itself there must be (a) ample areas for storage of raw materials (b) workshops for preparing raw steel for construction of the ship's hulls, (c) an inclined area near to deep water on which the hulls are erected, (d) workshops for preparing the internal fittings and furnishings of the ships and (e) a berth or wharf at which the ship may lie while machinery fittings and furnishings are installed.

The relative positions of the storage areas, stores, workshops, building berths and fitting-out wharf are chosen to minimise transport within the shipyard and the maximum effort is made to promote an even "flow" of material from the storage areas to final positions in the ships.

Scindia shipyard at Vizagapatam, for the first stage of development, will have about 1,15,000 square feet of hull structural workshops with the latest type of shipbuilding machinery from England electrically-driven and served by powerful overhead electric cranes. Separate sections of these workshops deal with the beams and angle steel required for forming the frames or skeletons of the ships and the plates which form the skin of the ship and her internal divisions. Large furnaces are provided for heating steel members which are too heavy to be fashioned by cold process. Much of the machinery for these workshops is of a special sea character. In no other industry are such large and heavy plates and sections required to be formed to the special shapes called for in shipbuilding. On account of the nature of the work carried out in these workshops steel is the only practicable material that can be used for their structural parts.

The shipyard site at Vizagapatam is sufficiently large to accommodate eight building berths or slipways on which ships up to five hundred and fifty feet long can be built. Two berths for large vessels are at present being constructed. As these vessels when launched may weigh some eight thousand tons, the berths on which they are built and from which they are launched are most carefully constructed. Each berth consists essentially of an inclined reinforced concrete platform supported by heavy timber piles. Even though the two berths now being made are partially supported on solid rock, some five hundred piles are required for each berth. Above the platform, wood blocks to a height of about four feet are arranged to support the weight of the vessel under construction and, at a later stage, long baulks of dimber the "standing ways" are laid down lengthwise under the ship and these support the sliding ways and poppets, forming the cradle on which the ship rests before her launch. For launching, the "ways" are suitably lubricated and the vessel is allowed to slide into deep water at the end of the berth. In the process of launching the heaviest concentrations of load must be provided for and specially heavy construction is arranged at the lower ends of berths. Four large electric tower cranes will handle the materials of construction and place them in position with economy and dispatch.

The group of workshops in which metal fittings are made comprises a foundry, a smithy, machineshops, sheet ironwork, coppersmith and plumber shops and covers an area of over 60,000 square feet. Like the hull structural shops, these shops should be constructed of steel. The foundry, smithy and machineshops are served by electric overhead cranes.

A complete woodworking plant will be installed in a third group of workshops covering an area of about 40,000 square feet where timber in the form of logs brought by the Scindia Company's steamers from Burma can be fashioned for the many purposes it fulfils in a ship.

The fitting-out wharf, five hundred feet in length, is provided with sufficient depth of water alongside to accommodate the largest vessels built, while their machinery, cargo handling equipment etc., is placed in position on board and accommodation for officers and crew, ships stores, etc., are completed and furnished. The wharf has one large fixed 60 ton electric crane for placing heavy items on board and smaller electric travelling tower cranes are used for handling lighter parts.

Seth Kilachand Devchand.

Electric capstans assist in mooring and manoeuvring ships at the berth.

The power station is placed centrally and houses diesel-electric generator sets, transformers for converting high tension Madras Government electric supply to medium pressure and air compressing plant.

As stated previously, the shipyard is situated on the Calcutta-Madras main trunk road and the road within the shipyard are being constructed for heavy traffic to take full advantage of modern methods of transport.

A commodious office building to accommodate administrative, clerical and drawing office staff is being built on a rocky eminence within the site.

Rajen Babu Indicts Government

(CONTINUED FROM PAGE XII)

marine as a second line to their own navy. India did not need this reservation because, forsooth, her shores were protected by the British navy which could also protect her communications and her trade. Indian public opinion was insistent and could not be satisfied by the doctrine enunciated by Sir Charles Innes and a Bill for reserving the coastal trade was introduced in the Central Legislature and its principle was accepted by it in 1928. This was side-tracked by the enunciation of a new doctrine for the settlement of Indian shipping problem by finding a solution in a spirit of "co-operation and goodwill" and Sir George Rainy, the then Commerce Member gave an assurance "that in case an agreed settlement was impossible a situation would be created which the Government could not ignore and it would be necessary to explore fully the question by what means the obstacle in the way of the development of Indian shipping could be removed". In 1930 a shipping conference was convened but no agreement could be reached and the Government of India issued a communique assuring the public that it would be their *responsibility to see that Indian shipping adequately participated in the coastal and overseas trade of India.* This assurance has been reiterated in the Legislative Assembly. But as stated above Indian shipping has no more than 25 p. c. of the coastal trade and none in the overseas trade and yet the Commerce Member stated in February, 1936 when the share was even less "that the Government have no reason to think that the policy hitherto pursued by them has failed to provide adequately for the development of an Indian Mercantile Marine." As regards the overseas trade the Commerce Member admitted that "it is a very small share but they have some share in the Haj traffic." This Haj traffic was the occasion for another strangling rate war. The Scindia built two ships for this traffic in 1937. The Haj Committee, the Muslim community and the pilgrims appreciated the standard of comfort which the Scindia Company raised by its boats in Haj service. But the British shipping interests could not tolerate this and the passage fare was brought down from Rs. 173/- to Rs. 25/- per head! At the intervention of the members of the Assembly the Commerce Member attempted to make both the companies agree to Rs. 115/ for the season of 1938. The Scindia Company accepted this although it was an uneconomic rate. The Government later on allotted only 25 p.c. of this trade to the National Shipping and 75 p. c. was given to a British line. The Scindia could not put up with this and was compelled to suspend its service. And when once the Indian company had been driven out of the field the Government promised a huge subsidy to the British line

No Reservation

The Government of India have declared contrary to the recommendation of the Indian Mercantile Marine Committee that they "do not consider that the proper method of encouraging the growth of the Indian Mercantile Marine is by means of reservation". They had also declared on the 27th Feb. 1935 that "Government do not consider that in the present circumstances the grant of subsidy is the appropriate method of affording assistance to Indian shipping." And again on the 3rd April, 1939 they said "The Government of India have not found it possible for financial and other reasons to consider any scheme for the further development of the Indian Mercantile Marine which involves the grant of subsidies", and yet there was no hesitation in granting a huge subsidy to a British Line for the Haj traffic when the only Indian concern operating in that line had been forced out of the field.

Not only this, the Government have not hesitated to recommend their officers to travel by Empire Ships which is only an euphemism for British ships. In their negotiations for trade pacts with the United Kingdom they did not even address the British Government on the question of giving a share to Indian shipping in the overseas trade on the pretext that the scope of the discussion was limited to tarriff preference and other arrangement for the expansion of commodity trade between the two countries. The British Government in spite of the dominant position which British shipping occupies in the world has never hesitated to grant subsidies to it. Between 1924 and 1928 it granted a subsidy to Liner shipping amounting to £333,698 and to tramp shipping in 1935-36 the huge sum of £4,002,183 and there is a future subsidy proposed of no less than 10 million pounds to Liner shipping and £13,750,000 to tramp shipping besides insurance risk cover of over 5 million and merchant shipping reserve of 2 million pounds. As against this the Government of India have not "for financial and other reasons" found it possible to consider any scheme involving subsidies except to the British Line engaged in the Haj traffic."

"Vigorous Efforts"

The history of ship-building is no less instructive. A representative conference which met at Delhi in 1918 urged upon the Government that they should take measures for the construction of modern ships in India and a resolution in the Legislative Council recommending the Government to consider in what way the industry of ship-building can best be encouraged in India was accepted by the Government whose spokesmen remarked that "Immediately after the war is ended and circumstances permit vigorous efforts will be made to revive it (ship-building)." This promise of "vigorous efforts" was made on the 24th September, 1918. The Indian Mercantile Marine Committee recognised the need of starting a ship-building industry in India and made definite suggestion for its establishment in 1923-24. We are now in 1941. The only contribution which the Government of India have made in fulfilment of this promise of a "vigorous effort" towards ship-building has been that when the Scindia Company has succeeded in securing a site at Vizagapatam for laying out a shipyard and has asked for a rail connection with the main line of the B. N. R. and M. S. M. the Scindia Company has been required to guarantee the full amount of depreciation in the capital outlay on the extension and a certain minimum return by way of interest to the Railways concerned! Great Britain on the other hand gave no less than 47 million pounds by way of loan to Ship-building between the years 1921 and 1940 and £320,000 by way of subsidy in 1939. There is a further proposal that loans amounting to 10 million pounds and subsidies amounting 2½ million pounds will be given to British ship-building. So great is their jealousy of Indian shipping that they would not do for Indian ship-building what they had done for foreign countries. An assistance of nearly 2 million pounds was given to foreign countries to build their ships in England under the Trade Facilities Act but when Indian shipping asked for help under this Act it was told that no funds were available.

Melancholy Meanness

Such has been the history of melancholy meanness which has characterised the British attitude towards Indian shipping and Indian ship-building. The provisions in the Government of India Act relating to reservation and safeguards have been dictated by the self-same underlying policy of serving, preserving and advancing British interests at the cost of India's interests and calculated to preserve to foreign nationals and particularly British capitalists, the exploitation of the natural wealth and resources of this country. Even the grim struggle in which the British Government is engaged to-day has not brought about any change in their outlook or their policy. In spite of the much vaunted and much advertised aid to industries which the war is supposed to have given, one does not see any signs in India of establishment of industries which have the least chance of competing with British industries when peace returns. In India all that is being done is to help establishment of arsenals and ammunition factories which will cease to function as soon as the war ends But in other countries the war has led to the establishment and expansion of industries which will last even after the war. Have the Government of India done anything to foster any such industries in India? The history of the efforts to start a factory for manufacture of automobiles, of locomotives for Railways, of Aeroplanes and aluminium and of building of ships furnishes an answer to this question. The Government of India are concerned with the problem which may arise on account of dislocation in industries at the end of the war and are far-seeing enough to appoint a Committee to study it! But industrialists know how great is the difficulty they have to encounter when they go up with proposals to establish any of the industries of the nature mentioned above. It is truly heart-breaking.

Tribute To Scindia

We have to put up with all this because India does not possess the power to safeguard her own interest and to manage her own affairs What little success has been achieved in industrialisation has been in spite of the Government and not with its assistance. We must continue our struggle for the freedom of the country. Foreign Government and foreign exploitation go hand in hand and we cannot get rid of the latter unless we are free of the former. I congratulate the Scindia S. N. Company on the great step which they are taking to-day for establishing once again the ship-building industry in India I hope in this great enterprise they will secure the help and co-operation of all Indians and on their part will not ignore the claims of the country and specially of the workers working for them for a just and fair share in their fortune. No one knows better than you do the handicaps under which you and any other Swadeshi concern has to work. This is going to be no exception unless things change radically. You will be making a great contribution to the building up of an essential national industry under the control, direction and management of Indians if you succeed. Under the guidance of you, Seth Walchand Hirachand, and your other colleagues and with your great organising talent and drive a great future awaits this enterprise.

I wish you God-speed and abundant success in your noble endeavour.

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How Indian Shipping Industry Was Ruined

year and their fleet came under the hammer of the auctioneer. Commercial cupidity of the British merchants and the economic stringency experienced by the British Government on account of constant warfare, however, helped the partial ignoring of these acts and ships continued to be built in India right upto 1863 and even later.

A Tariff Blow Against Indian Ships

Another important set of measures, calculated to drive Indian ships from the trade was being enacted in India itself. In 1811 Fort William in Bengal promulgated separate rates of import duties on goods carried by British and non-British bottoms, the rate for the former being 7½ per cent. and the rate for the latter being 15 per cent. Fort St. George in Madras and Fort St. David in Bombay followed suit in the year 1812 and 1813 and the rates continued in this discriminatory fashion in one presidency or the other to follow the diversion of the trade right upto 1875. Originally these rates operated against the Dutch, the French, and the non-British Indian ships, but as France and Holland succeeded in enforcing favourable terms from England as a result of constant warfare, they secured equal treatment for their ships from the British. Non-British Indian ships, therefore, were the only sufferers under these criminally discriminatory duties.

End Of Indian Ship-Building

What with the operation of the Acts of Parliament mentioned above and what with the operation of the duties referred to above, Indian ships gradually and increasingly fell into disuse and a great industry began to lose its hold even in its own waters The following figures, as are available from the Statistical Abstract, quoted by Sir William Digby tell the tale more eloquently than any garbled reports by interested historians.

SHIPS INDIAN AND BRITISH IN THE INDO-BRITISH TRADE

1857		Vessel	Tons
Indian (entered & cleared)	... ...	34.286	1,219,958
British and British Indian	... ...	59,441	2,475,472
1898-99			
Indian (entered & cleared)	... ...	2,302	1,333,033
British and British Indian	... ...	6,219	7,685,009
Foreign	... ...	1,165	1,297.604
1899-1900			
Indian (entered & cleared)	... ...	1,676	109,813

Shipping employed in 1898-99 was 9,115,646 tons out of which 133,033 was Indian. Forty years before this (about 1859-60) one-third of the tonnage employed in Indian waters was Indian.

"As, again and again", says Sir William Digby, "I have wandered through the records of obscurant administration in India during the past century, growing more and more woeful as instance upon instance forced upon me, the unteachability of the Anglo-Indian civilian, scarcely anything has struck me more forcibly than the manner in which the Mistress of the Western World has stricken to death the Mistress of the Eastern Sea".

National Industry That Went Under

It has already been stated above that between 1736 and 1863 the Bombay Dockyard alone launched no less than 300 small and large crafts of all known varieties. Between 1778 and 1854, 56 vessels were launched, the tonnage of which was for 26 ships between 500 and 1000 and for 30 ships between 1000 and 2,300 Despite the statutory infliction from Parliament and opposition from the shipbuilders, ship continued to be built in India for reasons already mentioned above, and these ships made history even with the East India Company as scores of other ships were making history against the East India Co. in Indian waters. In many a glorious sea venture, purely Indian ships and sailors, rovers, fighters, privateers, men of war, traders, etc., inflicted severe punishment on the John Company's ships and their mariners, proving their superiority over their opponents ship by ship and man to man. The Jats of Sind, the Nakhwas of Cutch, the Ghogharics of Kathiawar the Kolis of Gujarat the Mahrattas from Alibag and Malwan, the Ayyaras, the Doms and hosts of other seadaring people throughout the vast coastline of India doggedly kept on a fight against the East India Co. with ships built by themselves and manned by themselves till the flags they fought under were struck, for no fault of theirs. In order to support these numerous flotillas there were innumerable shipbuilding yards scattered throughout the coastline of the country, in Cutch-Mandvi, in Bhavnagar, in Basse'n, in Alibag, in Agashi, in Vijaydurg, in Malwan in Calicut, in Trincomalle, in Masulipattam, in Koringapattam, in Balasor, in Calcutta, in Dacca, in Sylhet, in Chittagong, etc., to mention only a very few centres, they built famous as some of the ships built by the Indian shipbuilders of the East India Co., the notable Wadias of Bombay. Several native States had fleets of their own during this period built by themselves. The fleet of Shivaji is made famous by Duff the historian. The Portuguese had early recognised the superiority of the fleets of Gujarat, and according to Hunter, they found that the ships built by two States of Western India, i. e. Calicut and Gujarat were capable of "quite seriously imperilling the Christian squadrons." Whenever, therefore, adds Hunter, they could dictate terms they insisted that these two States should agree "not to build warships." The fleet built and operated by one of the most famous seamen of all ages, the redoubtable Angre, was built in the Nagottana Creek almost within sight of the modern harbour of Bombay. Mysore had a shipbuilding yard at Honaver on the Carwar Coast.

The name of these great master shipwrights and shipbuilders are not now on the available records of current history, merely because the history of these formidable competitors of the East India Coy has not been preserved, and even the indirect references to their names and achievements, that did exist in the contemporary annals of the John Company were destroyed along with other records of the Company's marine by an act of vandalism in 1860. The fact, however, remains that there were hundreds of skilled men as great as the Wadias, throughout the 5,000 mile coastline of India and but for the fact that the Wadias happened to serve the interests of the East India Company, even the name of the Wadias might have been consigned to the same oblivion as are the names of the other great shipbuilders of the period.

The history of the success of the Wadias as shipbuilders, is therefore to be read as the history of all these great men. The Wadia-built ships, like the ships built by others, were true to the glorious tradition of the strength and achievement of India-built ships, the ships "that never wore out." Only a few instances are given below, to illustrate this statement.

Sir Charles Malcolm speaking at the launching of one of the eight Line of Battleships built for Her Majesty's Navy, in Bombay, said that Bombay had produced "some of the finest men of war he had ever in the course of his career met", one of these was "Asia" launched on 17th January, 1824. Of 2,289 tons burden, carrying 84 guns, bored for 96 guns, "Asia" was the Flag Ship of Admiral Codrigon at the Battle of Navarino and in the words of a famous despatch, "sustaining of a glorious part in that long drawn out action." Another Bombay built vessel, H.M.S. "Salsette", 855 tons, built in 1807 while acting as an escort with 4 other warships, with 12 merchantmen, got ice-bound in the Baltic Sea in the ensuing winter and was the only survivor, the other 16 vessels having been broken into splinters, by the terrific vice-grip of the surrounding ice. The tradition of better built ships was constant throughout the scores of years and the "Tweed", ex-"Punjaub", (1852) after 36 years of hard and varied service which included fast racing clipper voyage from China, was dismasted in 1888 and even then ended by conversion into sound timber out of which a church was built in Port Elizabeth, South Africa.

How Political Subjection Was Achieved

With the growing political power of the English Company a systematic campaign of depicting the Indians as the incompetent underdogs amongst the maritime countries of the world became a rule. The conquest of India to be complete had to be three-fold; the conquest by subjection, material and moral, the conquest by "Pousta", that is by a show of fair-dealing accompanied by the maintenance, rigidly, deliberately and un-compromisingly of Indian national inferiority and conquest by trade, by exploitation, naked and unashamed, by deliberate and systematic destruction of her industries. Shipbuilding was singled out as one of the earliest victims of this policy of industrial destruction and the treatment meted out to this industry is as flagrantly reprehensible as is the notorious episode of cutting off the thumbs of the weavers of Dacca.

(Continued from Page VIII)

We have already referred to the Acts of Parliament directly aimed against the shipping and shipbuilding industry of India, as a result of the unholy pressure brought upon by the shipbuilders of England, instances of which have been quoted above. It is a fact that had shipbuilding been allowed to have its natural development in India, British shipbuilding industry would never have prospered, perhaps hardly survived. As we have seen above, one of the main reasons for taking away the monopoly of the East India Company in the Eastern Shipping Trade in 1814 for India, and 1834 from China, was the shipbuilding activities of that Company in India. The removal of the monopoly according to "Two Centuries Of Ship-building By The Scots At Greenock", "removed an influence which had hitherto retarded enterprise in naval construction especially on the Clyde, due to the Company's preference for building their ships in India."

Wood And Sail Versus Iron And Steam

We have already referred to the large construction programme of the East India Company in Bombay and Calcutta. We have also pointed out the fact that some of the largest vessels were built in India, in those dockyards and elsewhere. We shall now refer to a mischievous argument, often most complacently forwarded by the opponents of Indian interests, that the shipbuilding industry in India perished because of the wood being replaced by iron and the sail being replaced by steam. A direct reply to this argument is found in the fact that between the years 1839 and 1857 a score of iron and steam vessels were built in Bombay Dockyard, most of them being armed with guns, and their size varied from 204 tons for a river steamer to 1450 tons for a war frigate, the "Firoz". This vessel and another steamer of 1031 tons, the "Samiramis" also built here, played a historical part in the various campaigns of the British, in Indian and Burmese waters. The whole river Flotilla, of Indus, Tigris, and Euphratis, was built in Bombay. The argument, therefore, that the Indian shipbuilding perished in India because of the advent of iron and steam is as mischievous as it is specious and fictitious, and is deliberately used to mislead the world. If there had been a will behind all the verbose solicitude expressed by the various statesmen of England, Indian shipbuilding industry would have prospered even in the iron and steam age as it prospered in other maritime countries, who turned over from wood and steel. If America with its lack of steel could launch upon a great shipbuilding industry along with England and other maritime countries, India with an abundance of steel could certainly not suffer the ignominy which has become her lot under the enslaving order of her masters.

British Complacency

The mischievous campaign of distorting history to suppress the sins of India's rulers, is yet continuing with the same complacency. Thus, therefore the latest cleverly misleading ovservations by a hardened civilian, the Hon. Mr. Dow (now Sir Hugh Dow), made on the floor of the Council of State on the 29th September 1937,

"And I do rather deprecate the way in which it is becoming customary to sing the glories of Indian shipping in ancient and medieval days. The more scanty the records of those days are, the more glorious Indian shipping seems to have been. But actually there is absolutely no need for India to take refuge in the comfortable darkness which lies beyond the fringes of recorded history in this matter I believe—I am optimist enough to believe—that the great days of Indian shipping are not away back in the past, they are in the present and in the very near future. I say this not because I do not appreciate what was done in the past, but I do wish you would get into the habit of looking at what you are going to do with your shipping in the future, rather than singing of a glorious past which perhaps if you knew more about it you would find not to be so glorious."

Mr. Dow's ire and irony were evidently roused by reference made by the Hon. Mr. Ramdas Pantulu to a French traveller's statement that the British Admiralty had ordered the building of ships for the King's Navy in India in 1802. The Hon. Mr Dow therefore, proceeded to demolish the suggestion that this reflected any credit to Indian shipbuilders with the following observation:

"On the subject of shipbuilding in India, I do not think the Honourable Mr. Ramdas Pantulu realises that the really palmy days of Indian shipbuilding were the latter days of the East India Company's time when wooden ships had reached their greatest development, and steel ships had not yet come in. Nor does he realise that this development took place with the encouragement, with every possible encouragement, of the East India Company. They got men out from the Admiralty at home to teach Indians how to build better ships. They did everything they could to develop this into a really Indian industry.

Mr. Dow then trotted out the complacent argument about the destruction of shipbuilding in India on account of the substitution of iron ships for wooden ships. Mr. Dow, to put it mildly was drawing on his imagination instead of on historical facts. We have already shown the hollowness of the argument that Indian shipbuilding was destroyed by the advent of steel and steam.

And The Naked Truth

With regard to the vaunted good offices of the East India Company in importing English shipbuilders to teach Indians how to build ships, it is pertinent to ask whether all those great ships that gave such magnificent account of themselves, centuries before the advent of the East India Co., as well as the ships that in many an action proved their superiority over the East-Indiaman, ships built manned and owned by Indians, were also, according to Sir Hugh, built by the "imported" English shipbuilders of the East India Company? Is Sir Hugh aware that as late as the thirties of the 19th century the British Admiralty sent down an English shipbuilder from the Chatham Dockyard to India to study the construction of indigenous Indian ships which had never been touched by a non-Indian hand? May we refer Sir Hugh in this connection to read a paper contributed through Sir John Malcolm to the Royal Asiatic Society of Dublin in June 1833? May we also request him to read at his leisure Vol. VIII for the Session beginning from 4th November 1813 to 30th July 1814 of the British Parliament, which volume contains the minutes of the evidence taken before the Select Committee of the House of Commons on "Issues relating to the East India shipbuilding"? He will find there that English shipbuilders, English merchants, English mast makers, English block makers, and others who gave evidence before that Committee all tell a tale that does not bear out the complacent story related by Sir Hugh. Sir Hugh advises India to make up her mind as to what she is going to do with her shipping in the future. It would have been more to the point if Sir Hugh had said that the Government of India should make up their mind to implement various assurances and promises given by them to see that the Indian Mercantile Marine is enabled to secure its legitimate share of the coastal and overseas trades and attain its legitimate position as the National Marine of a vast maritime country like India. With regard to other observations of Sir Hugh, we can only say that they echo the sentiments of all those who have purposefuly ignored the achievements and the ability of Indians in all walks of life in the past, as well as in the present. We shall leave this historically untrue and parliamentarily unjust profanation with the Christian prayer, viz. "Father, forgive them, for they know not what they say," but not without a special request to Sir Hugh Dow to re-read his history, not as a member of the ruling nation of which he is a distinguished representative, but as an impartial student of undeniable facts.

Indian shipbuilding, let it be noted by Sir Hugh as by every other unsympathetic critic of India's history, had to perish so that English shipbuilding might flourish.

With the destruction of Indian shipbuilding industry, Indian shipping also disappeared from the seas and thousands of sons of the soil who were living on these industries were thrown out of employment. To quote Sir William Digby again.

"The ancient occupations of the people on sea and land (in India) have been destroyed and more and more of men and women are driven to the soil without capital wherewith to properly cultivate it. The ships which now carry its coastwise trade are steamers built in Britain, the officers are Britons, the profits derivable from the trade go to Britain. . . . We are literally draining India dry... bleeding, was Lord Salisbury's term in 1875. It is more accurate than my own."

Thus was destroyed deliberately and purposefully one of the greatest national industries of this country, which had a long and glorious history, covering more than 30 centuries and thus was maimed the national life of the country; for there cannot be a more grievous wound in the body politic of a maritime country. than the complete destruction of her shipping and her shipbuilding.

Launching ceremony of the s.s. 'Jaladutta', at Glasgow by Pandit Motilal Nehru, 26th November, 1927.

Vessels Built In Bombay Dockyard From 1778 To 1854 Of A Burden Over 500 Tons Upto 2,300 Tons

I. Over 500 tons under 1,000 tons

Year.	Name.	Tons.
1775	Brittania ...	748
1786	Milford ...	655
1787	Shaw Ardeseer ...	868
1789	Hannah ...	926
1790	Sarah ...	935
1793	Bombay ...	639
1793	Upton Castle ...	675
1797	Asia ...	736
1801	David Scott ...	749
1802	Tajbux ...	737
1803	Alexander ...	672
1803	Cambrian ...	705
1805	Pitt ...	872
1807	Salsette ...	885
1808	Thomas Grenville ...	889
1812	Ann ...	788
1814	Caroline ...	875
1824	Caledonia ...	742
1828	Hormusjee Bomanjee...	757
1826	Sir Charles Malcolm ...	866
1832	Earl of Clare ...	904
1833	Jameshetjee Jeejeebhoy ...	555
1836	John Fleming ...	514
1837	Rajasthan ...	600
1839	Victoria ...	705
1851	Lady Canning ...	527

II. Over 1,000 tons.

Year.	Name.	Tons.
1798	Scally Castle ...	1,216
1799	Kaikhusroo ...	1,045
1800	Cornwallis ...	1,363
1807	Bombay ...	1,126
1809	Charles Grant ...	1,246
1810	Minden ...	1,681
1810	Balcarras ...	1,406
1811	Abercrombie ...	1,288
1812	Herfordshire ...	1,279
1813	Cornwallis ...	1,767
1815	Wellesly ...	1,745
1816	Amphitrite ...	1,064
1816	Buckingham Shire ...	1,349
1817	Melville ...	1,767
1817	Trincomalle ...	1,065
1818	Malabar ...	1,715
1819	Seringapatam ...	1,152
1819	Shah Alum ...	1,111
1821	Ganges ...	2,289
1822	Madagascar ...	1,144
1824	Asia ...	2,289
1826	Liverpool ...	1,715
1828	Bombay ...	2,285
1831	Calcutta ...	2,298
1842	Semiramis ...	1,031
1848	Feroze ...	1,450
1851	Zenobia ...	1,003
1854	Assaye ...	1,800
1854	Punjab ...	1,800
1854	Prince Arthur ...	1,246

Iron And Steam Vessels Built In Bombay Dockyard, From 1839 To 1857

Year.	Description.	Name.	Guns.	Tons.
1839	Sloop	Hugh Lindsay		441
1839	Sloop	Victoria ...	4	705
1839	River Steamer	Comet ...	2	204
1839	River Steamer	Meteor ...	2	149
1840	River Steamer	Planet ...	2	397
1840	River Steamer	Sohillite ...	2	335
1840	River Steamer	Medusa ...	2	432
1842	Frigate	Semiranis ...	6	1,031
1844	River Steamer	Conqueror ...	2	249
1848	Frigate	Feroz		1,450
1851	River Steamer	Jhelum ...	2	499
1851	Frigate	Zenobia		1,003
1852	Steamer	Lady Falkland		155
1857	River Steamer	Frere ...	2	610
1857	River Steamer	Havelock ...	2	610

SARDAR'S BLESSINGS

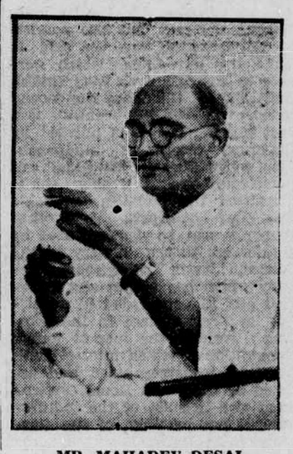
BOMBAY, June 21.

The hope that the bold venture undertaken by the Scindia Steam Navigation Company may pave the way to restoring India's national shipping to its former glory is expressed by Sardar Vallabhbhai Patel and his companions in a telegram sent by his son Mr. Dahyabhai Patel to Mr. Walchand Hirachand, on the occasion of the laying of the foundation of the ship-building yard at Vizagapatam.

Sardar Patel gave his blessings on the venture.

Mr. Mahadev Desai has also sent a telegram to Mr. Walchand Hirachand expressing his inability to attend the ceremony and hoping that the great venture will raise India's prestige amongst the world's independent nations.—A.P.

SARDAR VALLABHBHAI PATEL.



MR. MAHADEV DESAI

K. B. ALLAHABUX

GOOD WISHES FROM ALL QUARTERS

VIZAGAPATAM, June 21.

"Ship-building is indeed a key industry and as in many other fields India can claim a glorious record here too. A right thing has been taken up by yourself in a right manner," says Sir P. C. Ray, in a message for the ceremony of laying the foundation stone of the Scindia Ship-building Yard.

Pandit Hridaynath Kunzru in his message says: "It is entirely due to you and your colleagues that India will soon have a Ship-building Yard and you and they deserve our heartiest congratulations on the fruition of your patriotic efforts."

Sir Mirza Ismail wishes fullest measure of success to this pioneer enterprise and hopes that it will blaze trail for a great national ship-building industry in India.

M. Nalini Ranjan Sarker says that the establishment of the Yard marks a proud milestone in the economic history of India.

The Premier of Burma says that this project is bound to put the nation in the forefront of modern economic nations.—United Press.

SIND PREMIER'S MESSAGE

VIZAGAPATAM, June 21.

The Hon. Khan Bahadur Allah Bux, Premier of Sind, has sent the following message to the Scindia Steam Navigation Company in connection with the foundation laying ceremony of their ship-building yard here:—

"I and my colleagues of the Sind Council of Ministers send out our hearty greetings on the auspicious occasion of the laying of the foundation-stone of Scindia's ship-building yard, and shall anxiously await the day when Indian-made ships carry the Indian flag to the seven seas to the glory and pride of India and her people. May 'Ever Forward' be your motto."

Mr. M. H. Gazdar, the Mayor of Karachi, says that the foundation of a purely national ship-building yard will not only revive the glories of the days of yore when Indian ships manned by Indian sailors used to ply on the seven oceans, but it will also provide a good opportunity for useful employment of thousands of educated Indian youths. May the foundation be well and truly laid to the glory of God, the Motherland and her people. day will mark a Red-letter day in the history of India."—

Digitized with financial assistance from the Government of Maharashtra on 18 April, 2017

RAJEN BABU INDICTS GOVT.

"MELANCHOLY MEANNESS" CHARACTERIZES BRITISH ATTITUDE TOWARDS INDIAN SHIPPING

Days Of India's Glory Recalled

The following is the full text of the speech delivered by Babu Rajendra Prasad, while blessing the efforts of the Scindia Steam Navigation Co., Ltd., of establishing the first Indian Shipbuilding Yard at Vizagapatam, on Saturday, the 21st June 1941.

Seth Walchand Hirachand, Ladies and Gentlemen:—

Let me thank you for the honour you have done me by giving me an opportunity to be associated with this function which is held for laying the foundation stone of a shipbuilding yard in India.

"Your invitation to me to perform the ceremony of laying the foundation stone of the first modern ship-building yard in India under Indian control and management is a testimony not only of the nationalist outlook and policy of the Scindia Steam Navigation Company but also to the intimate association of national industries in India with the movement for national independence of the country. The Congress to-day may be in the wilderness and may have voluntarily given up office and power in vindication of a great principle and the Congress leaders might be behind prison bars, but the Congress continues as ever to be the symbol of national aspirations for freedom without which economic independence is unattainable and the final economic regeneration of our country is impossible. It is to a representative of the Congress that you have done honour and I take it therefore that those who conduct and manage Indian industries to-day are prepared to recognise their industrial enterprises as integral parts of the nation-wide movement and are prepared to suffer disappointments and temporary setbacks and failures along with the vicissitudes of the national movement until the day of liberation. National shipping in India in this sense has been closely identified with the national movement owing to the complex of forces more indeed than any other section of Indian industrialism.

"For nearly twenty years your pioneer Company had set their heart on establishing a modern ship yard for the construction of vessels of national merchant marine, but it is only to-day that the Scindia has been able to achieve even the first step to a realisation of that patriotic ambition. You were driven from pillad to post between one Government Department and other between one Port authority to another and Provincial and Central Governments. The position to-day is such that even for reservation of our own coastal trade for Indian vessels we have to wait until India achieves independence. We cannot expect anything else to-day because we are not the masters of our own house and it is the duty of all those who want the industrial and economic regeneration of the country to assist in every practicable manner those striving, and sacrificing for the early emancipation of our land. I want, however, to state this. The Congress to-day may be far from citadels of power and may be even suppressed for a time but the nation's will to freedom cannot be scotched and the tide of national feeling cannot be artificially turned back. Sooner or later we shall be masters in our own house and be in a position to shape the economic, industrial and fiscal policies of the country in the interests of India. To-day we may not be able to give you anything more than our sympathy and moral support and even consolation in your disappointment, but there is always a to-morrow and a brighter to-morrow, for, the nation can never fail to rise. There is, therefore, no cause to be disheartened or dispirited. It was the late Gopal Krishna Gokhale who said that we have to serve India by our failures but success is the last of a series of failures. If despite all adverse conditions. Government apathy and hostility of British vested interests, the Scindia Company has not only managed to survive but also establish for itself a place however humble and insignificant in the world of shipping, I have no reason to doubt that your efforts for building ships of all kinds and types for carriage of trade round the coast of India and vast oceans of the world will fructify at no distant date. If the Government, constituted as they are, are not willing or unable to lend active support in this most praise worthy and nation-building enterprise that constitutes a still further condemnation of the political system obtaining in this country, which, devoid of national outlook or policy and which in vital matters subordinates the interests of India to the economic interests of Britain.

"Let me repeat that such a system cannot last because it is fundamentally against the spirit of the times and offends the deeper consciousness of the nation. When such a system is replaced by one that is representative of and responsible to the people of this country and the serious grievances which you ventilated and the injustices from which you suffer cannot but be removed and remedied.

"My appeal to you therefore is not to lose heart but to strive honestly and to the best of your abilities in the peculiar circumstances in which we are placed in our own country, to achieve the object on which we all have set our heart, namely, the economic independence and regeneration of this country of which a modern shipyard reviving one of the most ancient industries of India, is a significant symbol."

The beginning that is going to be made to-day anew of shipbuilding has despite all indications to the contrary that one can discern to-day a great future and is going, God willing, to revive and re-establish once again the reputation of India as a great maritime country as of old. To-day we have an insignificant share even in the coastal trade of our own country, and none at all in the vast overseas trade, which is all carried in ships owned by foreign countries, especially Great Britain. But that was not so only a little over 100 years ago. It is not surprising that India which has a coast line of something like 4500 miles, is favoured by nature so richly with all kinds of Natural resources and has an enterprising population should have developed shipping from the earliest times on a large scale. The wonder is that to-day she is so poor in shipping that she is not able nor permitted to carry her own trade in her own ships. That she has been a great maritime country and has had not only a large overseas trade and large and extensive colonies in far off lands beyond the seas, but also possessed the materials and the skill to build her own ships which were able to compete even with British built ships till about the second quarter of the 19th century is a fact which has been proved by historical records of unimpeachable authenticity. That she can do so once again, if only she is permitted the facilities available to similar enterprise in other countries can be demonstrated by a reference to the history of the Scindia Steam Navigation Company which has fought and struggled and has succeeded in acquiring for itself a place in the shipping world in the face of unfair competition of vested interests with Limitless resources aided and assisted by their own Home Government and in spite of the indifference, if not hostility, of the Government in India. It will not be improfitable to take a bird's eye view of Indian shipping in the pre-British and British times and also to compare the present position of Indian shipping with that of other countries, particularly Great Britain to enable a correct appreciation of the trials and difficulties which the present enterprise may have to face and the great hope of the future which it inspires.

Centre Of Civilised World

Till the discovery of America, India was geographically the centre of the civilised world then known to Europe. She had extensive coast-line and was thus not unnaturally a great centre for the exchange of goods between Egypt and Greece at the one end and China at the other end. It has been accepted almost universally that India had connection with the Persian Gulf from the very earliest times by sea route. By the Seventh century before Christ, shipping had attained great importance in India. Ships used to come and go from Bharu Kutchha (Modern Broach) and Suraparak (Sopara in Konkan) to Babul on the one side and to Singhal (Ceylon) and Swarna Bhomi (Burma) on the other. There are instances mentioned of as many as five hundred or seven hundred traders being carried in a single ship. There is mention also of a Shreni (Union) of the Jalniyamak (pilots). By the time of the Mauryan Empire shipping had further developed and out of the six departments of defence one was a department of Navy. Rules are laid down for realising taxes at Ports. Asoka is said to have stopped piracy in the Eastern Seas. His son Mahendra started in a ship for Ceylon from what is still known as Mahendraghat at Patna and the enterprising men of Champa (modern Bhagalpur) not only carried the Indian flag but also established a colony of that name in a far off land beyond the seas.

A glorious period of Indian shipping and colonisation was between 200 B. C. and 200 A. D. It was during this period that the Islands between India and China including Sumatra and Java were practically all colonised.

The Satavahans and the Tamil Kings had large fleets. They established ports and harbours. On the coins of the Satavahan King Yagnya Shri Satkarnis there used to be a picture of a ship with two masts which proclaimed his sea power. In some of the Smritis which were compiled about his period a separate rate of interest is mentioned for sea going people, the rate being higher on account of the hazard of the sea; regular rules are laid for loans for foreign countries, and shipping freight is included in the hands for civil claims. Trade connections with the West were continued and Indian ships went as far as Europe.

Indian Colonies

In the following period (240-540 A. D.) which is the period of the Vakeatak and Gupta Empires. Indian colonists reached as far east as Borneo and trade relations with China on east and Rome on the west continued as before. Indian ships used to carry travellers also and Fahian the celebrated Chinese traveller returned to China in a ship owned by an Indian named Nandi.

In the 8th century the Shailendra Kings of Shri Vijay the capital of Sumatra, built the famous stupa of Borobodur. There are many sculptural scenes of Indian ships in that stupa. Interesting descriptions of Indian colonies and the Naval Power, particularly of Shri Vijay are available. Early in the 11th century Rajendra Chola, the King of Tanjore, led a naval expedition and conquered Burma and Shri Vijay. Raja Bhoj in his book named "Yukti Kalpataru" written in this period has given details of ship-building and mentioned the quality of timber which should be used in shipbuilding. It is interesting to note the suggestion than iron should not be used for joining planks in a ship as there was risk of magnetic rocks attracting the ships and thus causing ship-wreck.

It seems not improbable that Indian colonisation went as far as the shores of Central and South America through the islands in the Southern Pacific. Thus greater India was established and continued to flourish with great naval strength till about the last quarter of the 15th century when the Empire of Bilvatikta came to an end. About this time European powers gradually established themselves on the sea. They started as pirates and gradually built up their empires. The Moghul Emperors and the Marathas were not without their navies and the name of Angre is well-known.

Golden Mallet and Trowel with which the foundation stone of the Ship-building Yard was laid by Babu Rajendra Prasad on 21st June, 1941, at Vizagapatam.

"Daria Daulat"

It is thus that from about 700 B. C. to 1200 A. D., that is, for a period of nearly two thousand years India had an all-round development in shipping, foreign trade and colonisation. Indian seamen proved themselves successful and courageous navigators and are able even to-day to hold their own in all spheres where they have been given an opportunity.

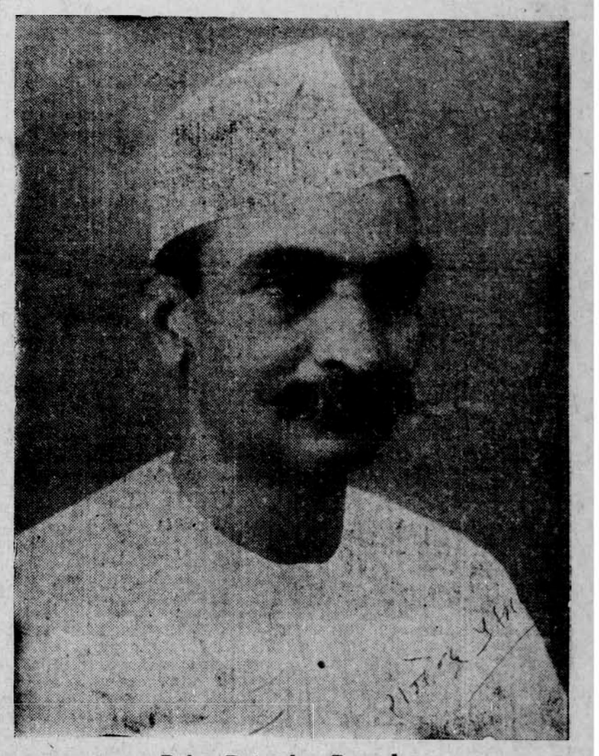
In the matter of ship-building Indians have proved that right up to 1840 they were able to build ships which were stronger and more durable than English ships and were produced much cheaper. A vessel named "Daria Daulat" which was built at Bhavnagar in 1750 was found to be quite sound after 87 years' service in 1837 when every ship in the Navy of Great Britain had to be renewed every twelve years. The greatness and superiority of Indian shipbuilding were recognised by Great Britain and for over 100 years many wooden vessels were built for the British navy in Bombay.

From its early days the Great East India Company maintained a ship-building yard at Surat until 1735 when most of the work was transferred to Bombay and the establishment greatly enlarged. Lowjee Nusserwanjee was the talented foreman of the Surat shipyard and he followed the establishment to Bombay and laid the foundation of the fortunes of that family of shipbuilders whose fame spread to England and who were entrusted with the building of many ships. Bombay thus could boast of a dry dock which, in the words of a visitor in 1775 "is, perhaps, not to be seen in any part of Europe, either for size or convenient situation." Bombay became in the words of Col. A. Walker in 1811 a "grand arsenal in India." To quote again Lt. Col. Walker who wrote in 1811:—

"It is calculated that every ship in the Navy of Great Britain is renewed every twelve years. It is well known that teak wood built-ships last fifty years upwards. Many ships, Bombay-built after running 14 or 15 years have been brought into the Navy and were considered as strong as ever. The Sir Edward Huges performed eight voyages as an Indiaman before she was purchased for the Navy. No Europe-built Indiaman is capable of going more than six voyages with safety." "Ships built at Bombay", observes Lt. Col. Walker "also are executed by one-fourth cheaper than in the docks of England, so that the English-built ships requiring to be renewed every twelve years, the expense is quadruple. But Bombay was not the only place where ships were built. The districts of Sylhet, Chittagong and Dacca had their share also. Calcutta was another centre and many ships were built on the Hoogly whose number within the first twenty years of the nineteenth century came to 241, with a tonnage of 1,07,912 at a cost of nearly 2 crores. Lord Wellesly said in the year 1801 that Calcutta would always be able to furnish tonnage to whatever extent required for carrying to the port of London the trade of private British merchants of Bengal. Another testimony is given by a Frenchman F. Baltazar Solvyns in 1811 in his Histoire Les Hindoues. He says "In ancient times they excelled in the art of constructing vessels and the present Hindus—Indians can in this respect still offer models to Europe—so much so that the English, attentive to everything which relates to naval architecture have borrowed from the Hindus many improvements which they have adopted with success to their own shipping..... The Indian vessels unite elegance and are models of patience and fine workmanship."

Advent Of Steam

Indian shipbuilding was thus able to hold its own till about the year 1840. A revolution in the technique of ship construction and ship-propulsion took place on account of the use of steam power and the use of iron plates in place of timber. Independent countries introduced the necessary changes and were able to build up their own marine. But India had to go to the wall in the interests of British shipping. Taylor says that "The arrival in the port of London of Indian produce in India built ships created a sensation among the monopolists which could not be exceeded if a hostile fleet had appeared in the Thames. Shipbuilders of the port of London took the lead in raising the cry of alarm. They declared that their business was in danger and the families of all ship-wrights in England were certain to be reduced to starvation." A Committee was appointed by the Court of Directors to investigate the petition of the British shipbuilders. The evidence collected by this Committee shows that India ships were better than any ships built in England, lasted very much longer, were cheaper in construction and required less repair. The result was a recommendation that no India built ship was to be accepted on the English Register and this is how shipbuilding in India came to an end. It was not so much only on account of want of support as on account of the use of political power and hostility of the rulers that Indian shipping and Indian shipbuilding have had to disappear and are not able to make any headway even up till now.



Babu Rajendra Prasad.

Not Wanting In Enterprise

As I have already said India has a coast line of 4800 miles and about 70 lac tons of cargo are carried annually in the coastal trade of India. Over 15 lacs of passengers are carried on the West Coast of India and about 5 lacs between India and Burma. As regards the overseas trade about 2 crores and 50 lacs tons of cargo and two lacs of passengers are carried every year in that trade. The annual value of the overseas import and export trades comes to about 400 crores of rupees. Of this vast trade the share of Indian shipping is practically negligible. Of the large coastal trade Indian Shipping Companies have a share of only about 25 p.c. and of the overseas trade none whatsoever either in the movement of cargo or in the carriage of passengers. While India possesses tonnage of less than 1,32,000 tons the tonnage of England exceed 17,891,000 tons.

India is not wanting in enterprise. Between 1860 and 1925 no less than 102 navigation companies with a total nominal capital of about 46 crores of rupees were registered in India. Many of them were driven out as a result of the hostility of British shipping interests with a loss of actual capital amounting to about 8 crores of rupees. Shipping companies which have gone into liquidation for the same reason from 1904 to 1927 number 24. In the words of Sir Alfred Watson in his evidence before the Joint Select Committee "Indian Company after Indian Company which endeavoured to develop a coastal service have been financially shattered by the heavy competition of the British interests." The history of the Scindia Steam Navigation Company shows how mercilessly it has been assailed from time to time by the British shipping interests. The Company was registered in 1919 and it started operations in Burmese waters in 1921. British shipping interests started their rate war. The original rate of Rs. 18/- was brought down to Rs. 5/- per ton. Mr. Narottam Morarji whose name will always be remembered as one of the pioneers in the line and founders of the Scindia met the situation thus created by starting a trading concern for diverting the trade. This led to a realisation of the growing strength of the Indian Company and negotiations were started. Lord Inchcape wanted to buy up this Indian Company but thanks to the patriotism and nationalism of the company, he failed and ultimately an agreement was made in 1923 for a period of ten years with many restrictions and limitations. The rate war ceased and agreed rates began to be quoted. Regular services from all ports from Burma to India, and from Bombay, Karachi and Calcutta to the coast ports were established. This agreement came to an end in 1933 and strenuous efforts to secure a just and reasonable advance in the revision of the agreement did not succeed and the Company had once again to sign an agreement with serious limitations and restrictions on its activities and expansion. Other Indian companies have not fared any better. The B. I. S. N. Company has always been jealous of even small Indian shipping companies and has never missed an opportunity to wipe them out of existence whenever an opportunity has arisen. One instance may be mentioned. An Indian Company was started by patriotic Muslims in East Bengal for carrying passengers between Chittagong and Burma. A serious rate war was started and the passage fare was brought down from Rs. 16/- to Rs. 4/- per head. The company lost all its paid up capital and the company was going to be forced to sell itself to the B. I. S. N., but it was ultimately saved by an agreement with the Scindia Company which was brought about between Abdul Bari Choudhry and Mr. Walchand. Four small steamship companies on the West Coast were in similar predicament on account of the attitude of the B. I. S. N. and were saved by a reference of the dispute to arbitration.

Nucleus For Navy

Indian public opinion has demanded for a long time an encouragement of Indian Shipping for providing a new career for our youth and for securing for the country some of the profits of the carrying trade. Besides, in all maritime countries a mercantile marine is regarded as a second line of defence and the demand for Indian shipping is based on this consideration also. So that it may form the nucleus of an Indian Navy for protecting and defending her people both on the sea and the shore. The Mercantile Marine Committee in their Report (1923-24) said "The Hon'ble member for Commerce stated in the Legislative Assembly on behalf of the Government that the desire on the part of the people for their own mercantile marine was a very natural desire. Recognising this natural desire we are of opinion that this should be met within a reasonable period of time and not in the distant future. This being so it is our considered opinion that the provision of facilities for training Indian officers and engineers alone is not sufficient to meet the requirements of the case and that some further steps are required to achieve the object in view. These further steps we recommend should be in the form of the eventual reservation of the Indian coastal trade for ships the ownership and the controlling interests of which are predominently Indian." Nearly 18 years have elapsed since then and nothing has been done by the Government for the Reservation of the Indian Coastal trade for Indian shipping whose share now is only about 25 per cent. On the other hand the attitude which the Government of India has adopted has been one of step-motherly treatment. In the opinion of Sir Charles Innes, the Commerce Member of the Government of India other countries had thought it necessary to reserve the coasting trade because in times of war they might want their own mercantile marine to feed their people and because they wanted that

(Continued on Page IX)

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